

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4704

晚六初月二年一十三號光

SATURDAY, MARCH 11, 1905.

六月

號一十月三英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1886.
CAPITAL SUBSCRIBED Yes 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO, LONDON, NEW YORK, LYONS, HONOLULU, SAN FRANCISCO, SHANGHAI, BOMBAY, NEWCHWANG, TIENTSIN, LIAOYANG, PEKING, DALNY, KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 5 " 4 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000 \$18,000,000
Silver Reserve.....\$8,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
H. E. TOMKINS, Esq., Chairman.

H. A. W. SLADE, Esq., Deputy Chairman.

E. Guett, Esq. E. Shulim, Esq.

Hon. W. J. Gresson. Hon. R. Shawan.

A. Haupt, Esq. N. A. Siebs, Esq.

A. J. Raymond, Esq. E. S. Wheeler, Esq.

H. Schubart, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 3 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th February, 1905. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL.....\$1. Taels 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsinling (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted

H. FIGGE,
Manager.

Hongkong, 1st August, 1904. [24]

INSURANCE.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS a
CURRENT RATES. SIEMSEN & Co.

Hongkong, 28th May, 1905. [25]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME-STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE-HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Choo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kura, Shimoneki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Mikie, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I.Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mijie, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura,
Ochiai, Oeiji, Sambara, Tsubakuro, Yoshitaki, Yoshi, Yuzekihara and other Coal
S. MINAMI, Manager, Hongkong.

[26]

SATURDAY, MARCH 11, 1905.

MAILS.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

KOBE { TIENTSIN 12th March Freight only.
C. D. Goldsmith, R.N.R. at Daylight }

SHANGHAI { SIMLA About 24th Freight and
March Passage. F. R. Sui, Mera. }

LONDON and ANTWERP via
SINGAPORE, PENANG, JAPAN, COLOMBO, PORT SAID and MARSEILLES { About 15th Freight and
C. F. Lockstone, R.N.R. March Passage. }

YOKOHAMA via SHANGHAI, Ceylon, MOJI and KOBE, C. F. Lockstone, R.N.R. About 19th Freight and
(Passing through the Island Sea.) March Passage.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent, Hongkong, 10th March, 1905. [27]

Intimations.

The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. Bovril represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.

BoVRIL



IND COOPE'S STOUT.

A Light Stout of exquisite flavour, specially suitable for this climate.

Per Dozen Pints \$2.35.

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents.

Hongkong, 6th January, 1905. [28]

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00, 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [29]

This space is reserved for

LONG, HING & Co.,
PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [30]

ACHEE & CO.,

ESTABLISHED 1859.

祥利廣

FENDERs, SCUTTLES,
FIRE HANLES,
WARMING STOVES,
COOKING RANGES, ETC.,
BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES,
SHEETINGS, HOUSEHOLD LINENS, ETC.

17A, Queen's Road, Central. Telephone 236.

Hongkong, 4th January, 1905. [31]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [32]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. M. FARMER, Proprietor.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,363 tons, Captain H. D. Jones.
 " " "POWAN" 3,338 " R. D. Thomas.
 " " "FATSHAN" 3,260 " W. A. Valentine.
 " " "HANKOW" 3,073 " C. V. Lloyd.
 " " "KINSHAN" 1,995 " J. J. Losius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2.00 P.M.

Departures from Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Wilcox.

" " "NANNING" 569 " C. Burchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-Tu, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.

Canton to Tak Hing Single \$12.50. Return \$21.00.

Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LIN FAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Birss. S.S. "HONGKONG" Capt. Maxfield.

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon Single \$6.00.

Hongkong to Kumchuk Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

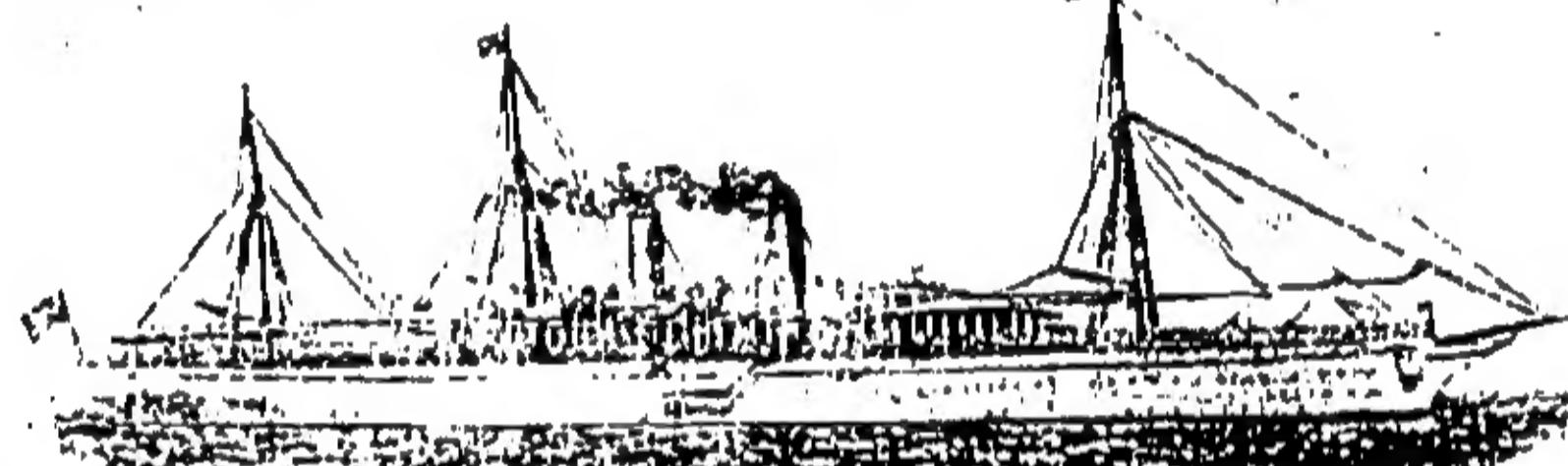
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ALONG THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 2,440 Tons WEDNESDAY, 15th March.
 " " "EMPERESS OF CHINA" 6,000 " WEDNESDAY, 29th March.
 " " "EMPERESS OF INDIA" 6,000 " WEDNESDAY, 19th April.
 " " "TARTAR" 4,425 " WEDNESDAY, 26th April.
 " " "EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 10th May.
 " " "ATHENIAN" 2,440 " WEDNESDAY, 24th May.

Hongkong to London, 1st Class via St. Lawrence \$60. via New York \$62.

Hongkong to London, Intermediate on 1st Class Rail \$42.

Steamers, and 1st Class Rail \$42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, etc., Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDICK, Acting General Agent,

Hongkong, 8th March, 1905.

9, Pedder's Street.

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Intimation.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS"
Des Vaux Road.

Everything for
Ladies' and
Children's wear.

NEW
CHIFFON
VEILINGS.

RAIN COATS.

BELTS.

LINEN COLLARS.

CORSETS.

DRESS
FABRICS.

NEW
GRANITE TWEEDS.

NAVY SERGES.

FANCY VOILES.

FOULARDS,
AND

A splendid selection
of
NEW MUSLINS
at
Moderate Prices.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

NOW ON SHOW.

SMART SILK
AND WOOL
SHIRTS

of beautiful quality,
newest patterns.

OPEN KNIT SILK
SCARVES.

LIGHT-WEIGHT
RAINCOATS.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 8th March, 1905.

Intimations.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, on THURSDAY,
the 23rd March, at Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Hongkong, 4th March, 1905. [322]

LUZON SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, Pedder's
Street, on THURSDAY, the 23rd March, at
1.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Hongkong, 4th March, 1905. [323]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$34 per Share, for the
1 year ending 31st December 1904, declared
at today's Ordinary Annual Meeting, will
be payable at the Hongkong and Shanghai
Banking Corporation, and Hongkong Share-
holders are requested to apply for Dividend
Warrants at the Company's Offices, Pedder's
Street, after 10 A.M. TO-MORROW.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong, 6th March, 1905. [331]

GOVERNMENT NOTIFICATION.

Particulars and Conditions of
the letting by Public Auction Sale, to be
held on MONDAY, the 13th day of March,
1905, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
East of Mount Gough Reservoir in the Colony
of Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the KING,
for one further term of 75 years.

PARTICULARS OF THE LOT

No. of Registration No. & Date	Registry No.	Locality:	Boundary Measurements.	Area in Acres	Annual Rate	Premium
1. Royal Building Let No. 12.		Near Mount Gough, Reservoir.	12. 100' x 350' 100' 20' 180' 40,000	930	4,800	

Hongkong, 4th March, 1905. [323]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:

On MONDAY, 13th March—

From Pak-sha-wan, towards entrance to
Junk Bay, at ranges of 600 to 4,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

On WEDNESDAY, 15th March—

From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

On FRIDAY, 17th March—

From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

If the weather is unfavorable on either
of the above dates, Practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the range.

L. EARNS-LAWRENCE, Captain, R.N.,
Harbour Master, &c.

Hongkong, 8th March, 1905. [342]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head
Quarters Office, Fletcher Street, until
12 o'clock Noon on THURSDAY, 10th March,
1905, for the undermentioned SUPPLIES and
SERVICES, for the period of twelve months
from 1st April, 1905:

- Hospital Supplies and Medical Comforts.
- General Supplies and Provisions.
- Cat. Wool, Oil, Scavenging, and other
Barrack Supplies and Services.
- Washing.
- Transport Services (Supply of Launches,
Junks, Coolies, &c.)
- Forge.

Forms of Tender and any particulars can be
obtained on application to this Office either
personally or by letter, addressed to the Officer
Commanding the Army Service Corps between the
hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up,
signed and dated, and no Tender will be noticed
unless delivered upon the proper form at the
Head Quarters Office by 12 o'clock Noon on
the above date, in a closed envelope, marked
"Tender" on the outside.

The right to reject any or all Tenders is
reserved.

Head Quarters Office,
Hongkong, 7th March, 1905. [338]

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
46, Des Vaux Road.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904. [61]

THE CHINESE ENGINEERING
AND MINING CO. LASH.

CHANG YEN-MAO V. MOREING AND OTHERS.

[Continued from page 5.]

It was a matter of difficulty to raise the
money, owing to the state of the country and
to other reasons. It was arranged that the
master should be carried out by the Oriental
Syndicate, and the various parties interested
should take their interest in shares of that
syndicate. The whole position in China was an
extremely dangerous one, and people knew
very little about such enterprises as this. Another
difficulty was that the Hongkong and
Shanghai Banking Company were at
variance with Chang, and they made it as difficult
as possible in London to carry out any financial
arrangement which would be to his advantage.
There was also the heavy indebtedness of the
company. No undertaking of this kind had
ever been taken up before in China. He
was under the impression that Derting and Chang were
fairly and properly entitled to make a profit on
this and any other transactions. He had never
represented that he was going to do the business
for nothing, and his expenses had been about
£12,000. Hoover always made a great
point that Chang was to have a directorship for life.
When Hoover went back to China in
November, 1904, he took a letter from witness to
Derting telling him that, in order to carry
through the business on an international footing,
he had turned it over to the Oriental
Syndicate, and informing him of the proposed
method of finance. The letter also said that a
China board was being created, and that Chang
had been made director general for life. When
he wrote that letter he had seen a draft of the
provisions relating to these matters, which were to
be inserted in the company's articles. He
did not know that they had not been incor-
porated. He only knew it when he became a
director. After the matter was settled, he
insisted on going on the board as he had a
large interest in the company. Under the
agreement with the Oriental Syndicate, he was to
get 75,000 shares. He had constantly urged
on the board that the memorandum of February
19 should be adopted in its entirety. In
December, 1904, witness had an interview with
Derting, and explained why he had not sent
the 50,000 shares at an earlier date. He gave
them to Derting as well as a cheque for the
dividends on them. He considered neither
Derting nor Chang was entitled to the shares
until they had carried out the whole of the
arrangement made, especially with regard to the
loan. Witness said he would trust Derting
absolutely, and gave him the shares and interest.
That was on the understanding that Derting
would carry out his engagements. The
transfer was executed at the British
Consulate. He took no part in the issue of the
debentures; that was done entirely by the
Oriental Syndicate. He exchanged his old
Ching Wan Tao Harbour debentures for
debentures in the new company with a bonus of
shares.

Cross-examined by Mr. Levett: He said that
at the time of the exchange he had had
£25,000 in debentures out of the £100,000
which he originally held, having previously
parted with £75,000 at cost price. On the
£25,000 he had paid up 25 per cent in cash.
In exchange for his old debentures which
bore interest at 12 per cent, he got
£25,000 in 6 per cent debentures of the new
company with a bonus of 8 per cent, in fully-
paid shares, so that he now held £25,000
debentures and 20,000 shares which were worth
over £1. His capital was therefore doubled,
and dividends on the shares had been paid at
the rate of 7½, 5, and 7½ per cent for the last
three years. He thought the old shareholders
were now in a better position than before. He
knew that by the agreement the new company
had to pay £375,000 to the old company. The
company was made to buy the agreement for
1,000,000 fully-paid shares, and he considered
it was a very advantageous transaction.
A good specimen of Western methods!—Yes.
If they had paid their £375,000 in shares, the
property belonged to them!—Yes.
What more did they get under this contract of
£1,000,000?—They received £500,000 in
cash, at a very low rate of interest for a concern
of this kind.

Can you find anything in this contract which
made anybody obliged to lend them a single
penny?—I do not know there is anything of
the sort.

You may be called the originator of the
whole scheme?—I should say Derting was.

Did you make a speech as director, in September,
1904, in which you said: "As originator of
this great enterprise, I am gratified to see
the success of the company?"—I was the
originator in London; but the great originator
was Mr. Derting.

Can you point to any minute of any agree-
ment which bound anyone to lend them a single
penny?—I do not know that I can.

How, under this contract, did the company
get £500,000?—The Oriental Syndicate
arranging to pay away some 425,000 shares to
parties who subscribed the debenture money.

You mean the Oriental Syndicate took the
difference between the 1,000,000 and the 375,000
shares, and spent £500,000 of that in getting
parties to lend the company £500,000?—That
was it.

You were a director at the time of the first
general meeting?—Yes.

Do you agree with the statement of Mr.
Turner that this debenture issue was placed
without any cost to the company?—I should
think that is hardly a correct statement.

The witness was still under cross-examination
when the case was adjourned until 7th ult.

[To be continued.]

COMMERCIAL.

YARN MARKET.

In their report, dated 10th instant, Messrs.
Pallansco and Co. write:—Our
last was dated the 24th ultimo per a. chusan,
since when nothing of interest has occurred in
our market. In consequence of a steadily
declining exchange, holders generally have
shown little or no disposition to sell, but high
prices have greatly checked consumption in the
country and as a consequence business has been
considerably checked. Large arrivals have
taken place during the interval and sales to a
very small extent by some holders have been
reported at a decline of fifty cents to a dollar
per bale. At the moment, however, dealers
have again retired from the market, and are not
buying, and the market may be said to close
quietly, but steady. No. 67, nothing doing. No.
100, small sales at or about previous rates. No.
100, and 120, show a great diminution in
the demand and a decline in price. No. 100, in
insignificant request. No. 100, have been rather
largely dealt in; favourable tickets fetching in
some instances a slight advance; whilst other
tickets show a decline of fully one dollar per
bale. Sales during the past fortnight comprise
of about 50 bales of No. 62; 750 bales of No.
100; 210 bales of No. 120; 100 bales of No. 100;
and 1,015 bales of No. 100, in all about 2,925
bales. Arrivals per steamers *Malta*, *Namur*,
Timis, *Lighting* and *Ischia* of about 15,000
bales. Shipment to Shanghai and Northern
Ports about 4,000 bales. The unsold stock is
estimated at about 44,000 bales.
Local and Japanese Yarn—No business is
reported in these threads.

Exchange—We quote to-day on India at
Rs. 140/- per cent. London at 11. 10/-d.

THE FORTNIGHTLY REPORT.

Indian Yarn—Since the issue of our last
report on the 24th ult., our yarn market has
remained in the same depressed and dull con-
dition, and in consequence of a declining
exchange holders remained firm. But the high
prices have greatly checked consumption in the
country, and in consequence of heavy arrivals
during the fortnight some holders were anxious
to realize, and have sold a few bales at a decline
of 8/- to 10/- per bale. The market closes quiet
but steady. Sales are reported of about 2,650
bales. Shipments to Shanghai and Coast ports
amount to about 7,000 bales. Unsold stock is
estimated at about 48,000 bales. Arrivals
21,000 bales.

Japanese Yarn—Continues quiet.

Raw Cotton—There has been little move-
ment in Indian descriptions but market gen-
erally remains quiet and stock increasing.

Sales are reported of about 1,000 bales at
Rs. 22/- to Rs. 23/- per bale. Stock is
estimated at about 6,900 bales.

China Yarn—Nothing done in China
Stock is estimated at about 1,000 bales.

Malwa Opium—Sales are reported of about
New, 20 chests at \$1,000 to \$1,150 per picul;
Old, 30 chests at \$1,150 to \$1,190 per picul;
Outer, 14 chests at \$1,325 per picul. Stock
1,635 chests. Uncleared stock 450 chests.

Palau Opium—Sales are reported of about
67 chests at \$1,170 to \$1,190 per chest. Stock
3,270 chests. Uncleared stock 675 chests.

Intimations.

A. S. WATSON & CO.,
LIMITED.ESTABLISHED A.D.
1841.WINE AND SPIRIT
MERCHANTS.NOTICE
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.Or other business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional
to the daily issue, are delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.Single Copies, Daily, ten cents; Weekly, twenty-
five cents.THE total rainfall during 1904 was 80.4 inches
as compared with 93.66 inches in the previous
twelve months.LEAVE of absence for six months from the 8th
Inst., has been granted to Lieut. E. D. C. Wolfe
of the Hongkong Volunteer Corps.THERE are no less than 7,011 registered fishing
and trading junks, and 5,237 cargo-boats,
lighters, sampans, etc., belonging to the port,
and 6,426 registered fishing boats belonging
to the New Territory.THE temperature on the 10th February fell as
low as 42°, while fourteen days later it was up
to 73°. The mean reading of the thermometer
for the month was 55°. Rain fell on twelve
days, when 1,100 inches was recorded.IN an article on the water supply of the Colony
it was stated that, at Wan Chai, coolies may be
seen wasting the water which is being withheld
from other sections of the community.
We are pleased to be able to state that this is
not the case, as further investigations show
that the water used by the coolies at this
particular bath is obtained from wells and
pumped up by the coolies themselves.THE first dinner of the Chinese Student Union
took place on the evening of 4th ult. (Chinese
New Year's day) at the Criterion Restaurant,
London. The chair was taken by Taoai
Yenfu, who happens to be in London, whilst
he came with Chang Yen-mao. The toast of
the Chinese Emperor was proposed by C. K.
Shen (London University), and that of His
Majesty King Edward V. I. by Z. T. K. Woo
(Sheffield).IT was hoped that the electric tramway would
do much to lessen the overcrowding in the
more central districts of the City, by enabling
the workers to live on the outskirts of the City
and come in daily to their work, but unfortunately
the result has at present been that more
workers have crowded into the central districts
and use the tramway to go out to their daily
work. The population of District No. 5 indicates
excessive overcrowding.THE subject of "Spy's" cartoon in the current
"Vanity Fair" is a fine likeness of the Earl of
Donoughmore, well-known in Hongkong as
Viscount Surdale, concerning whom "Jehu
Junior" writes:—"One of the surprises in
the last Government reconstruction was the appoint-
ment to the Under-Secretaryship for War of a
plump, able, silent young man, 28 years of age,
by name Richard Walter John Hely-Hutchin-
son, Earl of Donoughmore."IT has been well said that a musical comedy
improves with age. "The Singales," after
being performed several hundred times, is
fresher and jollier and funnier than ever. There
are some charming scenes, and so many new
songs and dances that none should miss attending
the theatre to-night when the Dallas-
Bandmann Opera Company repeat the comedy
for the last time here. Indeed, the play is so
bright, so droll, so tuneful, and so beautiful in
its scenery and costumes, that it is worth
seeing again and again.

OUR RAINFALL.

A MATTER OF SERIOUS MOMENT.

Reporting on the health of the Colony for the
year 1904, Dr. F. Clark says:—In my annual report for 1899 I showed that
the average rainfall during the decade ending
that year was eleven and a half inches less than
the average rainfall during the preceding decade.
In 1902 I showed that the average
rainfall had fallen more than sixteen and a half
inches during the decade ending that year
below the rainfall for the previous decade, and
we now see that the average deficiency amounts
to nearly twenty and a half inches when the
past decade is compared with the immediately
preceding one. This is a matter of serious
moment in connection with the question of the
water supply of the Colony, and indicates more
over progressive change in our climatic
conditions generally.

THE NEW CHINESE LOAN.

The prospectus is issued of the new
Chinese Imperial Government Five per cent.
Gold Loan of 1905 for £1,000,000, redeemable
at par in 20 annual drawings of £50,000, commencing
January, 1906. Earlier redemption
than 20 years is permitted on six months' notice
by the Chinese Government. The Hongkong
and Shanghai Banking Corporation, either by
itself or associated with others, is authorised by
the Chinese Imperial Government to issue the
above loan, and is prepared, jointly with the
Deutsch-Asiatische Bank, to receive subscriptions
at 97 per cent. The service of the loan is
to be met out of the Peking Octroi duties, and
paid into the Hongkong and Shanghai Bank
every three months, whilst the loan is especially
secured on the *Lekin* tax of Shansi. It is
a new feature that the service of the loan is
domiciled in Peking. The loan is being offered
both in London and Berlin, and is not being
underwritten, the Hongkong Bank being suffi-
ciently strong to carry its half without outside
assistance. Judging by the way the loan has
been received there would seem to be little
doubt about its successful issue.—*L. & C. Express.*

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory.—On the 11th at 11.55 a.m. The barometer has
fallen generally, particularly on the E. Coast
of China.A depression in the Yangtze valley appears
to be moving Eastward and approaching the
neighbourhood of Shanghai. Pressure is high-
est over the Pacific side of the S. of Japan.Gradients slight in the South, and moderate
variable winds may be expected in the Formosa
Channel, and light E. winds over the N. part
of the China Sea.Forecast.—Moderate to light SE. winds
fair, some fog or mist.

TANJONG PAGAR DOCK.

EXPROPRIATION BILL.

The main subject before the Singapore
Legislative Council on 3rd inst. was the Tan-
jong Pagar Expropriation Bill, down for second
reading, that is, for the Council to express its
opinion on the principle of the Bill.After a couple of first readings, and formal
business, the *piece de resistance* of the after-
noon was introduced, the formal moving of
the second reading by the Colonial Secretary
seconded by the Colonial Engineer.

MR. W. J. NAPIER.

Mr. Napier said before going to the Bill it-
self he would like to say a few words of welcome
to the hon'ble member who had just been
sworn in. His late father, who he was proud
to look upon as a friend, was for many years
a most distinguished member of the Council,
occupied a unique position in debate and
rendered valuable services to the Colony. It
was the hope and assurance of every one that
he would prove the worthy son of so worthy a
father (Hear, hear).

HIS OWN POSITION.

As to his own position, his firm had for
several years been retained by the Dock Co.,
and he would have, if he could have done so,
assented to their request to oppose the Bill.
But some years ago he formed an opinion as to
the future of Tanjong Pagar, and acting as a
trustee for the public and not as a mandatory
of the Co. he had to.

SUPPORT THE MEASURE.

He believed that public opinion outside
those interested in the company was practically
unanimous in favour of the Bill. The two
grounds for expropriation stated by His Ex-
cellency on the first reading of the bill were
that "it is very undesirable in the interests of
the commerce of the place that the whole of
the shipping facilities for the larger steamers
should be entirely under the control of the
company." And His Excellency went on to
say that he did not make or imply any com-
plaint against the management of the Com-
pany. It seemed to him to stand to reason
that if it were worked with government financ-
ing, it and with the sole view to the good of
the trade of the Port, it would be better than when
worked with a view to benefit shareholders.
And he would point to port trusts in every part
of the world, such as the Clyde, the Mersey
and Bombay, as proofs of the splendid results
that have been obtained from public under-
takings of the kind.

NO ATTACK ON THE COMPANY.

A good deal had been said on the supposi-
tion that some attack had been made on the
management of the Company. To his mind
the downfall of the Co. was the result of natural
law. When the Co. was originally started, Mr.
Scott, the then Chairman of the Co., stated:Let us not be possessed with an unusual
desire to monopolise everything, but let us
endeavour to be on friendly terms with our neighbours.
Let us not think it a personal injury
if we see a vessel going to another dock, but
let our motto be, "Live and let live."This spirit was not ultimately carried out,
and naturally, for directors of companies are
bound to look after the interests of share-
holders. Gradually, from not desiring a mono-
poly, the Co. had built up the monopoly which
their first chairman earnestly disclaimed.
They took over the Slipway; they took over
the Borneo Wharf; Jardine's Wharf; and entered
into a joint pure arrangement with New
Harbour Dock Co., followed by amalgamation.
It was this monopoly, and the lack of provision
which such a monopoly naturally engenders and
the powerful interest which the Co. acquired,
that has proved its ruin.

A PROPHET JUSTIFIED.

He would like to read them a few extracts
of an article written about 1897 in the "Singapore
Free Press" by Mr. John Dill Ross, a gentle-
man of great experience in the shipping of
the port, which showed that the cry for more facil-
ties goes further back than the Boxer troubles.The Tanjong Pagar interest is, as already re-
marked, a very powerful one. Indeed, it is not
considered either right or respectable to say
anything about Tanjong Pagar.Seriously speaking, however, it must be
admitted that an able and comprehensive
scheme has been very well worked out by the
Tanjong Pagar Dock Company, and has met
with deserved success. It may be said that
until a comparatively short time ago the facilities
afforded by Tanjong Pagar were almost all that
any reasonable shipowner or merchant
could wish.The position is now altogether altered. The
docks, wharves, and organisation are just the
same, or nearly so, as when they gave so much
satisfaction a few years ago, while the business
of the port, and therefore of the Company, has
grown enormously and now threatens to be-
come almost unmanageable.The widespread disturbance to the trade of
Singapore, caused by this state of affairs, is
difficult to realise. The detention of steamers
throws a great strain on the wharf system itself,
whilst the unfortunate agents find that it now
takes more time and effort to despatch one
steamer than two or three in the olden days.
To amateurs of big dividends who may say
that all is for the best, some reference may be
had to the ancient fable which demonstrates
that the goose which lays the golden eggs is
not necessarily a long lived bird.This last remark seems to have been pro-
phetic, but it fell upon deaf ears.It was also clear from Mr. Stringer's speech
in answer to what Mr. John Anderson had
said, that with the Boxer rising great com-
plaints had been made, and the words of the
consulting engineer are "the existing facilities
are taxed to the utmost, and are entirely
inadequate to meet the increasing demands."He was, however, anxious to give due credit
for what had been done, because he knew that
much had been done. Mr. John Anderson in
his letter of 26th Sept. 1901 also speaks of
the needs. Since that time there had been a
great increase of warehouse and wharf accom-
modation. The main wharf, though not
straightened, has been put into the best con-dition he (Mr. Napier) had seen it; and a
system of railways aided rapid and economical
transfer and handling of cargo.

CERTAIN DREDGING FEATURES.

But in spite of these works there were cer-
tain broad features he would like to state for
the information of the Council. He had made
inquiries and it seemed to him the port had
lost the valuable trade which came here for
bunkering only. Owing to the lack of facili-
ties, they had deserted the port. A second
point was that Chinese ships avoided the docks
as much as they could. A third was that ships
loading for home are using the wharves less
and less, so that the wharf charges are falling
more and more on imports and on coal. Those
were matters which the new board would have
to consider very carefully.To his mind the reason for expropriation
was very clearly summed up in para 20 of the
Secretary of State's despatch, in which he said:There will no longer be the possibility that
the private interests, of the shareholders may
conflict with the welfare of the port, and there
is the certainty that its very important business
will henceforth be conducted in the best inter-
ests of the Peninsula. Moreover, while I
am far from wishing to make any imputations
on those responsible for this enterprise, it can-
not be denied that the power and influence of
the Company in the general affairs of the
Colony are already sufficiently great, and that
they are likely to be largely increased in the
near future. It is not difficult to imagine
circumstances in which power might be a
cause of considerable embarrassment to the
Government, and the expropriation, on grounds
of high policy, of a Company occupying such
an exceptional position and dominating such
great public interests in no need of justification.

THE COMPRADORE CHARGED.

The compradore Ab Hing, was then charged
with aiding and abetting, and inclining the six
previous defendants to aid and abet the seven
previously convicted men to stow away. The
fifth defendant then repeated his testimony, and
added that he borrowed money from the com-
pradore, telling the latter he could deduct the
amount from his salary. The compradore said
he did not want the money, but instead witness
could carry some goods for him to Australia.
Those goods were the stowaways, and the
compradore handed over the men to him and
witness took them on board.There was no other evidence, and His Wor-
ship held that the uncorroborated evidence of
an accomplice was not sufficient to convict
upon, and for that reason this defendant must
be discharged.

SHIPPING JETSAM.

THE "GLENLOCHY."

In the Admiralty Court before Mr. Justice
Gorell Barnes, sitting with two of the Elder
Brethren of the Trinity House, an action was
tried on 3rd ult., brought by the owners, master,
and crew of the German steamship *Melissen* to
recover salvage remuneration for services
rendered to the Glen liner *Glenlochy*, her cargo
and freight, in the Indian Ocean between June
2 and 10, 1904. In the course of a voyage from
London to the Straits Settlements, China, and
Japan, with a general cargo, her propeller shaft
broke in the stern tube, which was also broken.
The *Glenlochy* then drifted to the eastward,
meeting with bad weather, until she was taken
in by the *Melissen* on the early morning of June
2. Several unsuccessful attempts were
made to establish connection on that morning,
but shortly after noon a hawser was passed and
towage was begun. The hawser, however,
parted after about an hour and a half, and the
vessels were not again reconected until
4.40 p.m. At 6 p.m. the hawser parted a second
time, and no further efforts to re-establish
connection were made on that day. On the
following day, after several unsuccessful at-
tempts, during which the boat service was of a
difficult character, being rendered more than
usually dangerous by reason of the presence of
sharks in very large numbers, and the weather
being very bad, the vessels were connected and
towage was commenced at about noon. The
towage then proceeded until 7.30 a.m. on June
10, when the *Glenlochy* was brought to a safe
anchor in Aden Roads, having been towed
a distance of about 100 miles. The value of
the *Melissen* was £47,500, and of her cargo
£93,500; together £141,000, there being no
freight at risk. The value of the *Glenlochy* was
£49,500, of her cargo £107,900, and of her
freight at risk £68, together £184,008. Mr.
Justice Barnes, in giving judgment, said
he would not like to prejudice it in any
way.

MIGHT HAVE BEEN DONE DIFFERENTLY.

Before touching on the second part of the
bill he would remark that he would like to
see the bill separated into two parts, for two
reasons. The first theoretical, because as soon
as the expropriation has taken place, the
clauses relating to it would cease to be oper-
ative and would only cumber the statute book.
The second reason was practical, because it
was a very important part and attention was
rather diverted from the question of how the
docks were to be carried on after they had been
taken over. The Council might very well ask
for some information as to what stage the
negotiations for the harbour scheme are at
present, and supposing the reclamation is car-
ried out and the wharf made, would they come
under the Tanjong Pagar Board? Should
there be one authority to manage that and one
Tanjong Pagar? Another question also sug-
gested itself, whether the Port Trust was to be
charged with the whole expense of the recla-
mation and making the moles. With regard
to that he would like to see the 5 per cent. reduced
and he would not like to prejudice it in any
way.

5 PER CENT.

He could not but agree with Mr. Warrack
that it was too high. What we want is to
make the port the most attractive in these seas.
He would like to see the 5 per cent. reduced,
leaving but a very small margin for sinking
fund.

THE PORT TRUST.

The last but very important point was the
composition of the Port Trust. Everyone was
unanimous that it should be a commercial
body, run on commercial lines and fully
recognised the sound business capacity which
had characterised the conduct of the present
directors. He would point out that whereas
as directors of the Co. they had to look to two
things (1) dividends to shareholders and (2)
cheapness of charges and efficiency, as mem-
bers of the Port Trust they would practically
have the latter alone in view.While recognising their services he could not forget
that Mr. John Anderson had said about a radical
change being needed; nor that he had re-
peatedly drawn attention to the small amount
of trade passing through the hands of firms
representing the London Committee, a trade
equal to a gallon. If it were anything like
that—had not pretend to say whether it
was so or not—it was right that the remainder
of the trade should be unrepresented on the
Board. Everyone would agree thatTHE BOARD MUST BE REPRESENTATIVE
of all branches of the trade of the Settlement.
A Chinese merchant would be a valuable addi-
tion to the Board, to explain how to attract
back a valuable branch of business that now
avoids the Dock. In conclusion he would ask
them to remember that "there is a tide in the
affairs of men, &c." Let them take that tide
and he was sure that the verdict of posterity
would be that they had done well for the wealth
and prosperity of the Colony. (Loud applause).

—Singapore Free Press.

THE IMPERIAL GERMAN MAIL'S *Prinz Heinrich*,
which left Singapore on Friday, the 10th inst.,
at 10 a.m., and may expect here on or
about Tuesday, the 14th inst.The C. P. R. Co.'s s.s. *Empress of Japan*
arrived at Shanghai at 1 a.m., on Saturday,
11th inst., sailed

TELEGRAMS.

THE WAR.

MUKDEN OCCUPIED.

TERRIBLE BATTLE RAGING.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegrams:

Tokio, 10th March, 8.30 p.m.

Our troops occupied Mukden at 10 a.m. on Friday. Our enveloping movements have for some days past proved successful, and the bloodiest battle is now proceeding at various places near Mukden.

FUSHUN TAKEN.

Tokio, 10th March, 10 p.m.

Our detachment occupied Fushun on the night of the 9th inst., and is now attacking the enemy posted at the corner of the height north of Fushun.

[Reuters.]

The Baltic Squadron.

LONDON, 9th March.

The Antananarivo correspondent of the Paris *Temps* wires that the entire Russian fleet has left Madagascar for Jibouti.

Fighting near the Tombs.

A Russian telegram from Mukden, dated the 8th instant, reports that at ten in the morning there was heavy cannonading to the north-west of the city, shaking the houses of Mukden. An engagement was proceeding at the Imperial tombs.

Later.

ENORMOUS LOSSES.

The consummate strategy of the Japanese as exemplified at Mukden is universally acknowledged.

The Russian losses in the first ten days of the battle are officially given at nearly 33,000 men, including 830 officers.

WORK OF THE FIRE BRIGADE

IN 1904

According to the report of the Superintendent of the Fire Brigade for 1904, there were 57 fires and 65 incendiary fires during the year, as against 49 and 55 in 1903. The Brigade turned out 63 times during the year.

The estimated damage caused by fires was \$761,736.00 and by incendiary fires \$743.00.

There was an intermittent supply of water in the mains from 1st January to 3rd July, during which period sea water was used as much as possible in order to save the fresh water.

One serious fire occurred during the period of intermittent water supply, on 25th February, at No. 444 Des Vaux Road West, where six houses were wholly or partly destroyed, and the total damage was estimated at \$62,000, part of which was covered by insurance.

Five fires occurred in the Harbour during the year.

Two cases of attempted arson were discovered, one at No. 45 Gough Street on the morning of the 20th March. Two men were prosecuted for arson, they were convicted at the Criminal Sessions of the Supreme Court and sentenced to seven years' imprisonment with hard labour.

The other was at No. 123 Wellington Street on 8th September when an employee of the restaurant on the 2nd floor set fire in some furniture. He was convicted at the Criminal Sessions and sentenced to 12 months' imprisonment with hard labour.

Two large fires took place at the Kowloon godowns, one on the 10th April in godown No. 22 of the Hongkong and Kowloon Wharf and Godown Company, and involving godowns Nos. 21 and 23. The damage was estimated at \$100,000, which was covered by insurance. The second fire took place on 9th April at 12.05 a.m. in godown No. 9 in which a large quantity of hazardous goods were stored. The damage, which was covered by insurance, was estimated at \$85,000.

The conduct of the brigade, adds Mr. Badeley, has been good.

STATE OF FIRE ENGINES.

Mr. D. Macdonald, engineer, reports on the state of the Government fire engines, and regarding steamer No. 1, the floating fire engine, says it has been seven years in service and was docked and thoroughly overhauled in August, 1904, by the Hongkong and Whampoa Dock Company. The hull, machinery and boiler are all in good working order.

The No. 2 steamer has been 26 years in service (boiler 7 years old). It has been regularly used and tested at drill for drivers and fires, was overhauled at regular intervals during the year, and is now in good working order.

No. 3 has been 22 years in service, was regularly used and tested at drill for drivers and fires. Boiler was retubed in May last, machinery thoroughly overhauled, and is now in good working order.

No. 4 has been 23 years in service, regularly used and tested at drill for drivers and fires. New firebox and shell plate fitted to boiler in April, all thoroughly overhauled, and is now in good order and condition.

No. 5 has been 18 years in service, it was regularly used and tested at drill for drivers and fires during the year, overhauled at regular intervals, and is now in good working order. The firebox of this boiler is getting thin, and he recommends that a new one be purchased from the makers to replace the old one during the year.

All the manual engines and gear, hose, reels, and supply carts have been kept in repair, and are now in good order and condition.

THE CHINESE ENGINEERING AND MINING CO. LTD.

GEORGE FENWICK AND CO. LTD.

CHANG YEN-MAO v. MOREING AND OTHERS.

The hearing of this case was resumed on 3rd ult. It is an action by the plaintiff to have it declared that a certain memorandum of conditions relating to the sale of mines to the Chinese Engineering and Mining Company, Limited, is binding on the defendants, and, in the event of its being held not to be so binding, for a declaration that the sale was obtained by fraud and ought to be set aside. The previous hearings have been reported in our preceding issue.

THE TENTH DAY.

Mr. Barnes was further examined on 3rd ult. as to the documents which he had prepared.

He said the alterations were produced to him by Mr. Hoover who told him that neither he nor his firm could make a profit if the deeds remained in their then form. It was assumed by everyone that Bewick, Moreing and Co. were to make a profit in fully paid shares. He thought Detring knew it. Detring accepted the alterations without any demur, and instructed him to prepare a copy of the deed as amended. Before leaving China no complaint was made to him by Detring of what had been done, nor did Detring suggest that he had exceeded his authority.

Cross-examined by Mr. Levett, he said that he left China in October, 1904. He bought some shares in the company, which were then worth about 28s. He did not then know that the whole capital had been issued as fully paid-up. He thought that Hoover's idea at Tongku was that the company should issue 1,000,000 shares, and that those who had the financing of the company in London would deal with them as they thought proper. He explained to Chang that the legal effect of conveying the property to Hoover, as trustee, was that Mr. Hoover could form a company, and it would have to be carried out on the lines of the trust or not at all. If the deed had been carried out, the company would have issued 375,000 shares, fully paid, to the old shareholders. On the ratification of the agreement by Moreing and the formation of the company, Hoover became trustee for the company. When Hoover asked him to make alterations he certainly was not told of the ramifications, nor did he think he was told the company had been formed.

If you had known the company had been incorporated, and that Hoover was a trustee for it, would you have consented to make the alterations without the company being represented?—I do not think I should; but Mr. Hoover, I understand, was the agent of all parties in England in the matter.

Did you understand the company were going to issue 1,000,000 shares without receiving a premium?—No.

In re-examination—he said he thought that both the plaintiff and Detring knew the nature of "free shares."

EXAMINATION OF C. A. MOREING.

Mr. Charles Algernon Moreing, senior partner in the firm of Bewick, Moreing and Co., said that the particular transaction in China was a financial business of his own, and was so understood by his partners. He went to China in 1889, when he was invited by Li Hung-chang to advise him and his Government upon the question of mining in China. He had interviews with Lord Salisbury and Lord Curzon before going. When there he made the acquaintance of Chang Yen-mao, who returned his call in great state, and with whom he discussed mining affairs in the province of Chih-li. He became acquainted with the old company known as the Kaiping Head Office. That company was the master of the whole business. He was on the point of leaving China when Mr. Detring asked him to return to Tientsin in connection with the business of raising a loan for the old Kaiping Company and the Ching Wan Tao Harbour loan. He arranged a loan of £20,000 on debentures of 12 per cent., of which the Railway Debenture Trust took £10,000 and the witness the remainder. That was charged upon the property of the Kaiping Company. He knew Detring had great influence with the Chinese officials, and he was therefore anxious to obtain his services for himself and his firm. He tried to induce Detring to leave the service of the Chinese Customs, and enter into arrangements with the old company known as the Kaiping Head Office. That company was the master of the whole business. He was on the point of leaving China when Mr. Detring asked him to return to Tientsin in connection with the business of raising a loan for the old Kaiping Company and the Ching Wan Tao Harbour loan. He arranged a loan of £20,000 on debentures of 12 per cent., of which the Railway Debenture Trust took £10,000 and the witness the remainder. That was charged upon the property of the Kaiping Company. 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Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"ALCINOUS"	15th March.
GLASGOW and LIVERPOOL	"OANFA"	1st March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.
GLASGOW and LIVERPOOL	"JASON"	1st April.
GLASGOW and LIVERPOOL	"LARITES"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
S.S. "ALCINOUS" left Singapore at daylight on the 9th inst., and is expected to arrive here on the 15th.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	16th March.
*GENOA, MARSEILLES & L'POOL	"PATROCLUS"	15th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
*GENOA, MARSEILLES & L'POOL	"ALCINUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "OANFA"	24th March.
all PACIFIC COAST PORTS, v/d		
NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	14th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	14th "
AMOY, MANILA, CEBU and ILOILO	"KAI FONG"	15th "
SHANGHAI	"HANG-OW"	16th "
KOBE	"CHING-TU"	21st "
CHEFOU and TIEN SIN	"KANSU"	25th "
CEBU and ILOILO	"WUNG-KIANG"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 10th March, 1905.

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Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th March, at 10 A.M.
RUBI	2540	A. H. Notley	"	SATURDAY, 25th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,
GENERAL MANAGERS.

Hongkong, 11th March, 1905.

[15]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship

For Freight and further information, apply to

SHEWAN, TOME & CO.,
General Agents.

Hongkong, 10th February, 1905.

[11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brehmer	April 20th, "
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

[12]

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1905.

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TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"

FROM ANTWERP, LONDON AND STRAITS.

The Steamship

"GLENESK,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd.

whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th

instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents,

Hongkong, 7th March, 1905.

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STEAM TO CANTON.

THE NEW TWO SCREW STEAMERS

Tons Captain

"KWONG CHOW"

J. P. MARTIN.

"KWONG TUNG"

H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers, and

Entimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
£1 each insertion in the Daily and Weekly)

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.
1, ICE HOUSE ROAD
HONGKONG.

Dipping.

ARRIVALS.

Nubia, Br. s.s., 3,845, F. N. Tillard, 10th Mar.,
—Bomby 21st Feb., and Singapore 5th
Mar., Mails and Gen.—P. & O. S. N. Co.

Daiyu Maru, Jap. s.s., 1,732, A. Yoko-ann,
10th Mar.,—Moj 6th Mar., Coal.—H. U.

Jeffries, Tataros, Ger. s.s., 1,578, J. Desler, 10th Feb.,
—Moj 14th Feb., Coal.—S. & Co.

Onsang, Br. s.s., 1,707, J. T. Davies, 10th Mar.,
—Samaran 27th Feb., Sugar.—J. M. &
Co.

Sungkian, Br. s.s., 1,021, Pennefitter, 12th
Mar.,—Ilo 10th Mar., Wood.—B. & S.

Apenore, Ger. s.s., 611, A. P. Uldrup, 12th
Mar.,—Haiphong 7th Mar., and Hoibow
8th, Gen.—Jeben & Co.

Kalfon, Br. s.s., 1,200, E. Finlayson, 12th
Mar.,—Cebu and Iloilo 7th Mar., Gen.—B.
& S.

Haitan, Br. s.s., 1,183, J. S. Roach, 11th Mar.,
—Foothow 7th Mar., Amoy 8th, and
Swatow 10th, Gen.—D. L. & Co.

Eastern, Br. s.s., 3,580, Wm. L. Grant, 11th
Mar.,—from Mira Bay.

Centurion, H.M.S. battleship, 10,100, F. F.
Fegen, M.V.O., 11th Mar.,—from Mira Bay.

Andromeda, Br. cruiser, 1,100, R. N. Om-
manney, 11th Mar.,—from Mira Bay.

Clearances at the Harbour Office.

Guernsey, for Isebo.

Pitsanulok, for Hoibow.

Aragona, for Moj.

Elizabeth Rickmers, for Swatow.

Dr. Hans Jurg Knaer, for Haiphong

Fritsch, for Swatow.

San Cheong, for Canton.

Yingking, for Macao.

Toonan, for Shanghai.

Abergele, for Diamond Island.

Hampstead, for Sasebo.

Hongkong, for West River.

Pak Kong, for West River.

Kuowung, for Canton.

Chinawat, for Wuchow.

Hoining, for Shu-a-Tsung.

Queen Louise, for Rangoon.

Manchuria, for Shanghai.

Shun Lee, for West River.

Ruth, for Moj.

Wingchau, for Macao.

TO-MORROW.

First Sunday in Lent.

St. Peter's Seamen's Church.

Queen's Road, West.

Holy Thursday 7.30 a.m.

Morning Prayer 11 a.m., Venite, Wesley Te
Deum, Russell; Jubilate, Barnby; Hymns,
8, 9, 434 and 114; Kyrie.

Evening Prayer, 6.30 p.m., Magnificat, Goss;
Nunc Dimittis, Croft; Hymns, 97, 102, 111 and
99.

The Church launch *DaySpring* will call on
ships carrying white crews to bring friends
ashore to the services between 9.15 and 10.30
a.m., and between 5.15 and 6 p.m. (Kowloon
Police Pier, 10,30 and 6 p.m.); returning after-
wards. The Answering Pennant is the Call
flag. All the sittings are free and unappropriated.

Visitors welcome. Books &c. provided.

Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m.,
7 a.m., 8 a.m., and 9.30 a.m. Benediction,
5.30 p.m.

German Bethaude Chapel, West Point—
Morning Service, 11 a.m.

St. Francis' Church, Wanchai—Mass (*Chin*)
6 a.m., (*Port*), 7.30 a.m. Benediction,
5 p.m.

Union Church—Services 11 a.m., and 6 p.m.

Hongkong & Whampoa Dock Returns.

U.S.A.T. *Liscum* ... at Kowloon Dock.

Sobralense ...

Venus ...

H.M.S. *Janus* ...

Chingtu ...

Hoihow ...

Rajaburi ...

Passengers arrived.

Per *Kaifong*, from Iloilo—Mr. and Mrs.
Schronfelder and 3 children, Mr. and Mrs.
Dolts.

Per *Eastern*, from Kobe for Hongkong—
Messrs. M. Brown, James Green, For Manila
—Mr. J. B. Sutor, For Melbourne—Mr. J. S.
Lynch.

Per *Haitan*, from Coast Ports—Messrs. Rose,
Squier, Poon, Phuenteel Brackstone, Quay
Nan Ting Chow Mrs. Ede Dr. and Mrs. Mac-
lajan and 4 children.

Passengers departed.

Per *Loonong*, for Manila—Messrs. da
Silva, M. Bencho, Mariano Joeson, O. S.
Williams, F. C. Bowring, Joseph Tiler, Mr. and
Mrs. Liang Fo Sang, Messrs. U Hong, Chuy
Ting Fan, Tan Wan and Poon Sow.

Per *Bengal*, from Shanghai for London—
Mr. A. Brown, Mr. and Mrs. Furness, Mr. R.
Dunsmore, Mrs. Mitchell, Mrs. Millson and
family, Rev. H. Neucom, Mr. S. A. McLean,
and Rev. A. J. McFarlane. For Marseilles
Messrs. George I. Land, James Budgen, H.
Hagen, M. Randi, A. Hosie, H. A. Holmes
and H. A. Little. For Port Said—Mr. Nov-
koff, Mrs. Yelisseff, Mr. and Mrs. Tolmakoff
and child, Messrs. Kogan, Lipping, Gubnau,
and Mr. and Mrs. Dowgall. For Singapore—
Mr. and Mrs. Maginn. From Yokohama for
London—Messrs. R. Allan, O. Harding, Arthur
Emery, Davis Utep, Wm. Thomas, George
Pearce and Edwin Owen. From Hongkong for
London—Mr. A. Donald and child, Inspector
Hudson, Mr. and Mrs. George J. B. Sayer, Mr.
E. S. Wheeler, Mr. and Mrs. E. A. Hewett,
and Rev. F. E. Ley. For Marseilles—Messrs. F.
Vetch and P. Claudel. For Colombo—Miss
Ward, Rev. Canon Wise, and Mr. S. Murray,
For Singapore—Miss Ormiston, and Mr. H. W.
Andrews.

Vessels in Port.

STRANIERI.

Arratoon, Appear, Br. s.s., 2,931, E. Fey, 9th
Feb.—Calcutta via Penang and Singapore
3rd Feb., Gen.—D. S. & Co., Ltd.

Athenian, Br. s.s., 4,000, S. Robinson, 10th
Mar.—Vancouver, B.C., and Woosung 7th

Mar., Ger.—C. P. R. Co.

Auchenarden, Br. s.s., 2,216, Crowder, 7th
Mar.,—Kuchinoerabu and Mar., Coal.—M. B.
K.

Chingtu, Br. s.s., 1,459, J. McD. Howie, 4th
Mar.,—Melbourne 25th Jan., and Manila
1st Mar., Ger.—B. & S.

Foo Shing, Br. s.s., 1,423, T. Arthur, 5th Mar.,
—Hongkong 3rd Mar., Ger.—D. S. & Co., Ltd.

Gage, Ger. s.s., 625, H. Dahl, 10th Mar.,
—Bangkok 1st Mar., Rice and Rice-flour.—
Chinese.

Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.,
—Saigon 3rd Mar., Rice.—J. & Co.

Glenesk, Br. s.s., 2,106, J. Rafferty, 9th Mar.,
—London 1st Jan., and Singapore 3rd

Mar., Ger.—McG. Bro. & Son.

Guerin, N. Nor. s.s., 2,808, A. Gjersten, 10th
Mar.,—Cardiff 31st Dec., Coal.—Order.

Hamp. ad, Br. s.s., 1,450, D. Thomas, 10th
Mar.,—Barry 10th Jan., Coal.—D. Co., Ltd.

Iksila, Br. s.s., 3,400, Robertson, 10th Feb.,
—Durban 17th Feb., Ballast.—G. L. & Co.,
Ishiai, Ital. s.s., 2,724, M. Dante, 7th Mar.,
—Bombay 17th Feb., and Singapore 28th,
Gen.—C. & Co.

Katharine Park, Br. s.s., 3,075, W. H. Clegg,
12th Jan.,—Sasebo (Japan) 8th Jan., Light
G. L. & Co.

Lachies, Br. s.s., 1,357, J. B. Jackson, 5th Mar.,
—Saigon 28th Feb., Rice and Meal.—
Chinese.

Lightning, Br. s.s., 2,822, J. G. Spence, 6th
Mar.,—Calcutta 16th Jan., Penang and
Singapore 1st Mar., Gen.—D. S. & Co., Ltd.

Mercedes, Br. s.s., 2,925, G. S. McGregor, 1st
Mar.,—Weihaiwei 25th Feb., Ballast—
Naval Stores.

Est. 10th Mar.,—Tsimshian, 1st Mar.,

Chinkiang—Per Elgar, 14th Mar., 3 P.M.

Shanghai—Per Longmen, 14th Mar., 3 P.M.

Europe, &c., India, via Tuticorin—Per

Princess Alice, 15th Mar., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Athlone,

15th Mar., 11 A.M.

Est. 10th Mar.,—Tsimshian, 1st Mar., 3 P.M.

* Flag of Admiral Si Gerard U. Noel, Commander-in-Chief.

VISITORS AT THE HOTELS.

HONKONG.

Almond, Capt. R. W. Kitzmanol, J. C.

Bertand, Mr. and Mrs. Lewis, A. R.

and infant Laing, Mr. and Mrs. F.

Bevis, Mrs. and Miss C.

and maid Marriott, Dr. O.

Bingham, Mr. and Mrs. Matthews, T. W.

T. E. and child McLean, T. P.

Birbeck, R. J. Miller, P. L.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH, AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS).

T H B Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, ON SATURDAY, the 25th March, at noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 6th May.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent,
Hongkong, 10th March, 1905.MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIAN,"

Captain Oliver, will be despatched for MARSEILLES on TUESDAY, the 21st March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE* 4th April.
S.S. *TONKIN* 18th April.
S.S. *DUMBEA* 2nd May.

L. BRIDOU,

Acting Agent.

Hongkong, 8th March, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Pleades 3,755 F.G. Purington At. Mar. 30
Shawmut 9,665 E. V. Roberts April 13
Tremont 9,660 T. W. Garlick. April 21
Lyra 4,417 G. V. Williams May 15

1 cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Pleades 3,755 F.G. Purington At. Mar. 18
Tremont 9,665 T. W. Garlick. April 12
Lyra 4,417 G. V. Williams May 3CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR, AND STEWARDESS.The twin-screw, &c., *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 10th March, 1905.

B O O C H E O N G,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclotype
and Elliams Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT:

\$4.50 per Cask 375 lbs. net ex. Factory.
\$2.70 per Bag 250 lbs. net ex. Factory.
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 7th March, 1905.WHY NOT THE BEST?
SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES
AT THE
ST. LOUIS EXPOSITION.SHOW-ROOMS—1, WYNDHAM STREET.
Cash or Easy Monthly Payments.
Hongkong, 28th January, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.Special Prices for Quantities.
Sole Agents:—SIEMSSON & CO.,
Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LENS AND WATCHMAKERS:EASTMAN'S
KODAKS AND FILMS.Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.at QUEEN'S ROAD,
Watson's Building.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for
GASOLINE AND GAS
LAMPSat the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

To Let.

TO LET (UNFURNISHED)

4 ROOMS with BATHROOMS, suitable for
Bachelors, in Queen's Road Central.

Apply—

C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 7th March, 1905.

TO LET.

N. O. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Sha Tsui, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bell.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATOON V. APCARE & CO.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

A FOOK & CO.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.ALL kinds of Provisions, Coal, Water and
Ballsast supply from alongside at the
shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT. RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND		APPROXIMATE PRESENT QUOTATION	CLOSING QUOTATION
						AT	LAST DIVIDEND		
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 \$175,333 \$19,973	\$1,493,408	Div. of \$1.10, and bonus of \$1 @ ex- change 1/11/9/16=\$25.46 for second half-year 1904	51%	\$740 sales	
National Bank of China, Limited	99,925	\$7	\$7	\$1,100,000	\$21,668	\$2 (London 3/6) for 1903	52%	London £771 \$16 buyers	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$81,739	\$150,494	\$17 for 1903	61%	\$280 buyers	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$32,306 \$71,445	Nil.	\$41 for year ended 30.4.1904	71%	\$584 sales	
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making \$1 for 1903	81%	Tls. 95 sales	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,71,749 \$89,111 \$20,000 \$1,000,000	\$2,078,097	\$35 for 1903	5%	\$695	
Yangtze Insurance Association, Limited	8,000	\$10	\$60	\$486,284	\$12 for 1903	71%	\$60		
Fire INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,075	\$129,047	\$6 dividend & \$1 bonus for 1903	81%	\$186 sellers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,20,505	\$300,372	\$34 for 1903	101%	\$320 sellers	
SHIPPING, TUG AND CARGO BOATS.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...		
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$88,000 \$88,935	Nil.	\$3 for year ended 30.6.1903	6%	\$22 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$158,444	\$26,160	\$1 for second half-year 1904	10%	\$261	
Indo-China Steam Navigation Company, Limited	50,000	\$10	\$10	{ \$20,000 \$100,000	\$5,853	10/- for 1903 @ 1/10 5/16=\$5,378	41%	\$22	
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000	Tls. 50	Tls. 50	none	Tls. 55,54				

The Hong Kong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1861)

NEW SERIES No. 4704.

六月二十一日

SATURDAY, MARCH 11, 1905.

六月二十一日

三月十一日

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SINGLE COPY, 25 CENTS.

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All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to "The Editor, 1, Ice House Road, and should be accompanied by the writer's name and address.
Ordinary business communications should be addressed to "The Manager".
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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BIRTHS.

At Cheungtu, on 17th January, Mrs. W. N. FERGUSON, of the British and Foreign Bible Society, of a daughter.

On 31st March, at 32, Szechuan Road, Shanghai, the wife of MEYER GOLDMAN, of a son.

On 31st March, at Weihaiwei (Port Edward), the wife of John A. W. LOUREIRO, of a son.

On 3rd March, at 8, Szechuan Road, Shanghai, the wife of A. GIESEL, of a daughter.

On 4th March, at 5, Astor Terrace, Shanghai, the wife of J. A. SAMLES, of a daughter.

MARRIAGES.

On the 28th of February, 1905, at the Cathedral, Shanghai, BENJAMIN CHAS. BROMHALL, F. R. C. S. (Eng.), of Taiyuanfu, Shansi, youngest son of Benjamin Bromhall, Esq., London, to MARION, third daughter of Alfred O'NEILL A'DWYNKLE, of Highbury Park, London.

On 1st March, in Ningpo, by the Rev. F. E. Jones, the Rev. J. K. GODDARD, D.D., to Miss HELEN L. CORBIN, both of the American Baptist Missionary Union.

On 5th March, by Sir PELHAM WARREN, K.C.M.G., H.B.M. Consul-General, and afterwards at the Synagogue, "Beit-el", Shanghai, RACHEL, eldest daughter of the late Isaac EYRE of Shanghai, to N. S. LEBY of Shanghai.

DEATH.

On 2nd March, the infant son of WILLIE A. MACE, I.M. Customs, Foochow, aged 12 months.

THE HONGKONG TELEGRAPH.

MAIL SUPPLEMENT,

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MARCH 11, 1905.

THE MINES OF SOUTH CHINA.

(6th March.)

While comparatively little is known to the outside world of the mineral wealth of Kwangsi and Kwangtung provinces there is ample evidence to show that a profitable industry exists in the syndicate fortunate enough to secure a concession from the Chinese Government. Not long since His Excellency Viceroy Tchen Shun-hien brought the matter to the attention of the Imperial Throne, and we now learn from the *China Gazette* that a great effort is being

made by Chang Shun-hien, former Consul-General for China, at Singapore, and at present Director-General of Mines and Railways for the Southern Provinces, with headquarters at Canton, in conjunction with Mr. Willis E. Gray, the former Manager and Engineer-in-Chief of the American China Development Company to obtain certain coveted mining concessions in the South. According to our northern contemporary, Mr. Willis E. Gray has returned from Prussia, and it is understood that if he is successful in this connection the American China Development Co. will be in a position to re-territorialize in China, and to re-instate Mr. Gray in his former position and the company in its operations. It is declared that while engaged in railroad construction in the south, the agents of the company located many valuable mines in Kwangtung and Kwangsi which it is the object of Chang and Mr. Gray to work, and which former engineers pronounced extremely valuable. The *China Gazette*, however, arrives at the conclusion that, as the previous performances of the company are not such as to inspire confidence in any scheme in which they are now concerned, the Chinese authorities will not be let in making any more ill-considered or disadvantageous contracts whose only effect will be to retard the development of the Empire.

PROPOSED OPIUM REGULATIONS.

(7th March.)

The question of the use and cultivation of opium in China has been dealt with so often by men of diverse views that one is inclined to wonder whether anything more practical than the existing state of affairs can be brought about by a further sitting of the subject. We have all heard the latest denunciation of the trade by members of the American International Reform Bureau, who anticipate that the close of the present war will afford strategic opportunity for a diplomatic effort to induce Great Britain to cut off the foreign supply of the drug to China, and are likewise mostly familiar with the curious defence set up by those who profit by keeping this millstone hanging around the neck of the Celestial. A discussion of the evils arising from the use of the narcotic need not be entered into here, as these are admitted on all hands and can produce very little beneficial results. It is clear that there is an overwhelming general opinion against the trade, not among Western nations alone, but among many of the influential officials in China, who recognise the harmful influence which has been stemming the tide of progress for many years past. Without at this stage probing too far into the matter, it now looks as though the Imperial Government is about to take measures with a view to curtailing the use and cultivation of the drug; for, according to the *P. and T. Times*, new regulations have been drawn up ostensibly with this object, but which are already regarded by Chinese as really an attempt to create a profitable Government monopoly. The four ways in which the drug can be brought under control are set forth in detail by our Tientsin contemporary. The first is with regard to investigation of the land actually under cultivation for the poppy. It is proposed that this investigation which has been adopted for several years without objection from the people in Shansi, should be extended to all the provinces, the method being to make the opium farmers report the number of acres to the local authorities through the constables, then to their superiors, who in return appoint deputies to compare the reports and make the collection. The Board now proposed to adopt "San-leaf piq," a document of three portions, of which one is to be kept by the local officials, the other issued to the farmer, and the third sent to the provincial capital, the gross misrepresentations, intended to serve a purely political purpose, are absolutely disproved in the report, which has been issued, at Bangkok, by Mr. W. J. F. Williamson, the financial adviser of the Siamese Government, on the Budget of 1904-5, and who in view of the importance of the poppy, it is proposed that this investigation which has been adopted for several years without objection from the people in Shansi, should be extended to all the provinces, the method being to make the opium farmers report the number of acres to the local authorities through the constables, then to their superiors, who in return appoint deputies to compare the reports and make the collection. The Board now proposed to adopt "San-leaf piq," a document of three portions, of which one is to be kept by the local officials, the other issued to the farmer, and the third sent to the provincial capital, the gross misrepresentations, intended to serve a purely political purpose, are absolutely disproved in the report, which has been issued, at Bangkok, by Mr. W. J. F. 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APPROACHING THE GOAL.

JAPANESE CONTINUE TO ADVANCE.

Tokio, 6th March, 4:58 p.m.
On the morning of the 5th inst., the enemy, in the direction of Hingking was still obstinately resisting.

In the region of Sha-ho, on the 4th inst., our detachment, attacking the height north of Penninlupao, four miles east of Wutshan, captured the enemy's first position.

At dawn of the 5th instant, the detachment near Hausingmuapao captured a Russian redoubt on the height.

In the region east of the railway, on the morning of the 5th inst., we captured Liuchangtun, two miles south-east. Wan-pao-shan, and are now besieging a part of the enemy in that village.

In the region west of the railway, on the 5th inst., we occupied Hanchengpao, Hsiaosuchiapao, and are continuing our advance on the offensive. The railway station of Suchiatun is burning.

RUSSIAN COUNTER-ATTACKS AND REPULSES.

Tokio, 7th March, 1905, 5:50 p.m.
On the 6th inst., in the direction of Hingking the enemy near Tita, fifteen miles south-east of Fushun, delivered repeated counter-attacks, but they were repulsed each time, while our attack on the enemy near Machuntan, fifteen miles south of Fushun, is progressing favourably in spite of the enemy's stubborn resistance.

At eight in the evening we occupied the height, two miles south of Machuntan. In the direction of Penhsihou our detachment, on the afternoon of the 6th inst., occupied the heights ranging south of Paizukou distant six miles south of Machuntan, at the same time driving the enemy towards Sanchiatzu, two miles south-west of Machuntan.

On the night of 5th inst. the enemy's counter-attack in front of Kaotailing was repulsed.

In the direction of Sha-ho in the district lying east of the railway, the enemy's counter-attack, on the night of 5th inst., on the northern end of Tungchiafeng, was repulsed; otherwise there is no change of situation.

In the district west of the railway an engagement is now proceeding with the enemy posted in line extending from east of Hanchengpao to Erhaitzu, and who are offering a stout resistance.

On the right bank of the Hunho the enemy, about one division strong with seventy guns, appeared in the vicinity of Tashilchiao; but they were repulsed.

RUSSIAN RETREAT.

JAPANESE IN PURSUIT.

Tokio, 8th March, 11:50 p.m.
Marshal Oyama reports that the enemy, beaten in every direction, commenced to retreat on the early morning of Wednesday and our army is in vigorous pursuit.

RUSSIANS ROUTED.

Tokio, 8th March, 1:55 p.m.
In the direction of Hingking our detachment, on the 6th inst., occupied Huaijan fifty miles south-east of Hingking; otherwise the situation is unchanged.

In the direction of Sha-ho in district east of railway, the enemy's attacks on the morning of 7th inst. on some of our positions were repulsed everywhere. In the district west of the railway we occupied east of Hanchengpao whereupon the enemy attempted to restore it but were repulsed. On the right bank of the Sha-ho we captured a large portion of Likwanpao whereupon the enemy about one division strong delivered a counter-attack but were repulsed.

Later. Our detachment, which had been engaging with the enemy's strong forces near Machuntan, dislodged them at eight o'clock this morning (8th) from their positions and is pursuing northward.

THE SACRED TOMBS OF MUKDEN.

JAPANESE CONSIDERATION.

Tokio, 9th March, 1 p.m.
To respect the sanctity of the place whence arose the Imperial Dynasty of China and to preserve the peace and tranquillity among the Chinese inhabitants of Mukden, Marquis Oyama, in giving an order for the general pursuit of the enemy, on the 8th inst., strictly prohibited his troops from taking a route within the walls of that city.

Tokio, March 9th, 5:58 p.m.
In the direction of Hingking our detachment, having dislodged the enemy at Machuntan district, continues a pursuit. In the direction of Sha-ho, in the region east of the railway, the enemy having shown signs of wavering, on the 7th inst., and dislodging the enemy from the positions are now pressing him to the basin of Hanho. The whole district, from the west of the railway to the left of Hanho, has already fallen into our hands.

On the right bank of Hanho the enemy, near Yangtihutun and Likuanpao, continues an obstinate resistance and his repeated counter-attacks were repulsed with great loss; we are gradually pressing towards Mukden.

In the district north of Mukden we met a stubborn resistance, but have already captured Haichohtun, five miles north-west of Mukden, Pachiatzu, one mile north-east of Haichohtun, and Santalzu.

We destroyed the railway to the north of Mukden. Since the 7th inst. the enemy frequently fired vigorously on our dead and wounded on stretchers and carts in the field west of Ningkuan-tun.

LATEST NEWS OF THE FIGHTING AROUND MUKDEN.

Tokio, 10th March, 2:30 p.m.

The enemy, occupying strong positions in the direction of Hingking, near Tita, had, for several days, been offering an obstinate resistance, but they were eventually dislodged on the morning of the 9th inst., and our detachment is now pursuing them.

Another of our detachments, in the direction of Machuntan, also continue their advance towards Fushun, and are constantly pressing the enemy.

In districts south and east of Mukden, in the direction of the Sha-ho, the enemy are making a stand on strong positions, along the left bank of the Hunho, and we are now attacking.

In districts west and north of Mukden the enemy are desperately resisting, and a fierce attack is now proceeding. On the 9th inst., a dust storm was raging and observation was seriously hampered.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

SHAREHOLDERS' MEETING.

9th inst.

The thirty-sixth ordinary meeting of shareholders in the above Company was held at the offices, 3, Queen's Road Central, at noon. Mr. E. Goetz presided, and there were also present Messrs. N. A. Siebs, A. G. Wood, E. Shellim, W. H. Slade, Hon. Mr. R. Shewan, and A. Haupt (Directors), C. Pemberton (Telling Secretary), E. S. Joseph, J. J. Leiria, A. J. V. Ribeiro, Captain Goddard, F. Synth, W. H. Wickham, J. M. N. da Silva, A. H. M. da Silva, Tong Lai Chuen, Chan Pat, B. M. Conceicao, Ilon, Wei Yuk, and J. Orange.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen, the directors' report and statement of the company's account for the past year having been laid in your hands for some time, I will, subject to your approval, now adopt the usual course and take the report as read. You will I am sure have noticed the use of it for outdoor storage.

Under an agreement made two years ago with the principal importers of Bombay yarn and which became operative from the 1st January last, practically the whole of that important trade has been transferred to Kowloon, and the native yarn dealers who for 18 years have boycotted the Kowloon godowns now clear from them freely, and find them more convenient than the old Wan-chai godowns, which have since been leased to the Naval Authorities. It is generally unwise to indulge in prophecy, but I think I may go so far as to say that there are indications of a more favourable year ahead; and with a cessation of war, the prospects of the future are distinctly hopeful.

Mr. Arnold: Is the \$30 premium on the new shares to be treated as capital? I see in the report it is put down as capital.

The Chairman: The premium on the new capital is to go to the Reserve.

There being no further questions,

The Chairman moved the adoption of the report and accounts.

Mr. Forbes seconded, and the resolution was carried unanimously.

Mr. Lewis moved the re-election of the retiring directors, Messrs. Wood and Shellim.

Mr. Orange seconded, and the proposition was unanimously carried.

The retiring auditors, Messrs. W. Hutton Potts and A. R. Lowe were also re-elected on the motion of Mr. Arnold, seconded by Mr. Forbes.

This concluded the business, the Chairman announcing that dividend warrants could be had on application.

balanced by increased profits at Kowloon. A recent valuation of the Company's buildings discloses the fact that the estimated cost of replacing them is considerably higher than the value at which they appear in the accounts, and seeing that rentals, wharves and outdoor property are not insured your directors recommend setting aside \$10,000 to form the nucleus of an insurance fund. As this fund appreciates it is proposed to underwrite a small part of our own business, meantime the buildings will be insured for their full value, and the sum standing at this account will represent insurance on rentals, and the property not at present covered. The exchange of land referred to in the report, whilst giving the public a fine approach to the new ferry pier, will at the same time remove what has hitherto been a considerable obstacle in our work, viz., the public traffic on the Praya, and although the Praya itself does not pass absolutely into the Company's possession, we retain the right of purchase at any time, meanwhile having the use of it for outdoor storage.

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CITY HALL.

At the annual meeting of shareholders in and subscribers to the City Hall, held in the hall yesterday afternoon there were present:—Hon. Mr. W. J. Gresson (Chairman), Mr. F. B. L. Bowley (Secretary), and Messrs. H. E. Pollock, K.C., N. A. Siebs, W. B. Layton and H. Mody.

The Chairman, in moving the adoption of the annual report and statement of accounts, already published, said:—Gentlemen,—As you have no doubt carefully studied the report and accounts, I propose with your permission to take them as read. During the year a sum of \$16,662.42, which is principally accounted for by the fact that the Hongkong and Kowloon Wharf and Godown Co.'s debts of which the company held \$101,125.00, have been repaid; on the other hand, loans on mortgage show an increase of \$168,500, the other items remaining much the same. The company's surveyors have reported on our advances under mortgage and I am happy to assure you that the same are quite satisfactory. The balance at the credit of working account 1904 is \$262,374.35, which is considerably above the average, although the company held \$101,125.00, have been repaid; on the other hand, loans on mortgage show an increase of \$168,500, the other items remaining much the same. 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CONFUCIAN LEARNING.

AN ANCIENT SEAT STILL EXTANT.

THE COLLEGE OF THE WHITE DEER GROTTO.

with the coolies, who everywhere in China wrangle vociferously over the terms of any bargain, we managed to get four coolies for each chair, several torch-bearers who carried long bamboo flare torches, and three baggage coolies apiece, and our long procession stalked across the rice fields, or rather between them, for they were under water, across streams and along marshes, under a heavily clouded yet at times moonlit sky. As we went ahead we found the chair coolies grumbling with the man who had bought the torches for not getting enough, and on persistent inquiry we found that the yellow was "squeezed" out of the Mexican dollar we had given him for torches—and had gotten only fifty cents worth. Barring a few stumbles and one spill, however, we succeeded in arriving safely at the halfway house among the foothills at 4:30 a.m. After a short rest and a cold bite we started afoot to climb the steep ascent to Kuling Valley. We went up slope after slope, one long, stretch having some two thousand steps, getting as the fuller light of day began to dawn magnificent views of the plains across which we had come in the dark, and of the Yangtze curving in a great bend. In some places the drop of the side of the path, which in many sections was paved with large granite slabs, was quite sheer and a fall would have plunged one some two hundred feet into the rocky bed of the rushing stream up whose course we were wending our way in search of a cool haven from the heat of the plains. As we journeyed, the sun, the cool of the morning gave way to the heat of the on-coming day and we earned, our ascent, if not our bread, by the sweat not only of our brow but of back and thigh as well.

The toilsome ascent proved too much to allow the journey to be continued without a rest at Kuling, and we succumbed to the sleep-inducing effects of the mountain air of Central China. Kuling is a long valley, with three side valleys, running abo' northwest and southeast, and from the eastern slope through the gap at the northern end and over the backs of the gigantic elephant-like hills that form the western slope, magnificent sunsets are to be seen. Here a concession has been granted so that foreign residents may have a retreat from the summer heat of the lower land, and some eight hundred people of various nationalities annually find refreshment in this valley. The bungalows are all simple yet comfortable one-story affairs, most of them of hewn stone taken from the adjacent hills which stand bare to view, the only attempt at covering being stubby foliage of no great beauty and little height.

While resting here we made a half day's excursion along one spur of the Li Shan down to where several water-driven incense mills were steadily pound by the side of a small stream which came tumbling down by leaps and bounds over rocky places, and at several of these sudden descents small wood overshot water-wheels operated two long heavy horizontal beams making them see-saw up and down about a pivot where they pierced the wall of a squatly mated, the half of which was a small closed chamber within which the further ends of the beams carried great heavy stones, shaped like huge dull chisels and these working up and down on the stone floor of the closed room pounded into a fine, powder small chips of previously dried pine wood. The dry powder that results in the incense and is carried by coolies over the mountains to the towns and temples round about. The region was formerly the site of some four hundred monasteries and temples, and our route we passed one sawed-off pinnacle which bore on its top the ruins of an old monastery, while on a neighbouring peak stood a dilapidated pagoda, evidences of the wreck caused by the famous Tai Ping rebellion (1850-1864). On our way down to these mills we had several magnificent views from cliffs which dropped sheer off to the plains far, far below. With jagged rocky peaks to the right as we looked down there ran precipitously between them and us a lovely silvery stream, all afoam from its conflict with the rocks and boulders. Away below stretched a row of small foot-huts clustered in groups of three and four and round and beyond these a low level plain dotted with a thousand small lakes or ponds was intersected by dozens of streams and canals which at last combined to form a tributary of the Yangtze, a long graceful curve of which appeared in the distance as it rounded a promontory bearing on its shores the town of Kukia-kang. Above all this plain and surrounding the nearer mountain crests hung great masses of cumulus cloud tinted by the rays of the setting sun, the whole effect presenting a picture of such beauty and sublimity that the beholder could easily appreciate why native scholars have so often celebrated it in a glowing song.

We made an early morning start from Kuling of the morn, and as I sat on deck watching the greyness of the early dawn give way to the upward slanting pinkish beams of the orb of day, I beheld a glorious sight: the water at my feet, then the curving shore, beyond to the eastward the graceful towers and pagodas of the city, and in the distance the peaceful grey and bluish hills along the sculptured heights of which the first gleams of a sun, that would soon be altogether dazzling, were silently but swiftly stealing. Out on the river three vague forms, like huge monsters of the sea crept inland waters, loomed suggestively through the diminishing gloom, and as the first rays that marked the beginning of a Central China aorcher stole over the eastern hills, the reveille call of bugles turned my eyes upon these monster shadows, and from out the disappearing mist there came thrice men-of-war under as many flags—British, German, and Chinese; the last in showy white flying the dragon flag, the others in darksome coats as if prepared for war. Their bugle notes were answered, as by an echo, from the camps of Chinese provincial troops on shore.

When I first saw the Yangtze and travelled on its swiftly rushing surface, it was the beginning of winter and her waters were low and falling; but even then I was struck at the magnitude of this great waterway dividing the Empire nearly in twain from East to West. On this trip it was summer and her bed was full, the rush and width of her muddy waters even more majestic. Piloting in midsummer it is somewhat easier on account of the steady fullness of the water, but in the spring and autumn during the rise and fall of the chocolate stream, the changes in the channels are many and various, so that piloting is no mean art. In sharp and yet pleasing contrast with the brown current, the banks and alluvial plains were green with tall reed grass, much used for fuel, which nearly everywhere attained a height of from seven to ten feet. On either side of the river away across the plains successive ranges of hills were overshadowed by huge masses of cumulus cloud sharply outlined against a very blue sky. Sometimes these foothills stretched to the river's brink and the occasional cliffs thus formed bore upon their tops graceful temples and pagodas; for in China the best places and sites are always given over to temples and pagodas, if not to graves.

As we left Wuhu, we passed many lumbering rafts, some immense ones with a draft of twenty feet or more, carrying-huts and food, live stock (mostly pigs and chickens), etc., for some thirty or fifty people, the families and assistants of the men who were bringing the lumber to market. They went with the current of course, but they managed to keep clear of shallows, mud banks and rocks, by the artful device of sending out a small crew in a heavy skiff with a large anchor from which a hempen cable ran to the raft and was there wound up on a stout capstan revolved by some twenty pairs of hands. By sending this auxiliary anchor-boat to the proper point, both in direction and distance, they could by winding up the cable, drag the raft even athwart the very current of the yellow dragon, the mighty Yangtze.

Though only thirty miles from Kukiang to the grotto, it is a good two days' journey on foot and by chair across plains, and over hills of no mean height, for our route led us across the Li Shan by way of Kuling and the Nankang Pass. Instead of arriving at noon it should, our steamer reached Kukiang at midnight at the end of heavy rain; yet we decided to push right on across the plains and do our climbing in the cool of the early morning. Accordingly after much discussion

gentleman" and his dwelling "the white deer grotto." A very crude stone image of a deer placed there by Ho Tsiang in the fourteenth century now stands beneath this arch. When promoted to be sub-prefect at Kiangchow, now Kukiang, Pu built a kiosk over his former sequestered abode rendering the spot memorable from that day.

At a time when dynasty fast gave way to dynasty (five successive houses holding sway between 907-951) this sheltered corner was the retreat of worthy scholars from far and near, and here fields were bought, buildings erected, students gathered, and a school opened from the famous halls of which were to come men able to help guide the affairs of State. Si Shantao, a master of the Nine Canonical Books, was taken from the Imperial Academy to become the president of this institution, styled the Government School of the Lu Mountains. In 906 it was raised to the grade of a university coordinate with the other three universities of the realm. The enrolment was then one hundred students.

The fortunes of this seat of learning suffered many reverses followed by only partial recoveries until 1174 (1170), during the Sung Dynasty, when Chu Fu Tsz (or Chu Hul-yan, or Chu Hi) became prefect of Nankang and undertook to repair the buildings, then somewhat, as now, in ruin, and to restore prosperity to the institution which held no high place, in the lustre of his own great name. He purchased additional lands for the support of the scholars, established a collegiate code, parts of which are inscribed on the backs of the doors, frequently visited the college to instruct the students, many of whom rose to prominence.

The publication of the Classics being at that time forbidden, general education had fallen to a low ebb and all classes, officials and common folk alike, felt the consequent chagrin. Chu Fu Tsz in an audience with the Emperor, as Inspector of the State Department made a plea for more liberal education, setting forth the great disparity between the numerous and prosperous Taoist and Buddhist temples (in the provincial capital more than one hundred, and in every prefecture several tens) and the sparse and poorly supported schools (only one in a prefecture and none in the small districts), and urging the bestowal of an Imperial Table (a stone bearing a part of the Classics written on it by the Emperor himself) in order that the prestige of the Grotto University might be restored, honour paid to His Majesty's meritorious predecessors, and the scholars of the realm favoured. This he ventured to beg at the risk of his life, for the civil authorities regarded even this action with suspicion.

The request was granted but the tablet did not assure perpetual blessing. At the close of the next dynasty it was cast out into the brush during a commotion and not till the sixth Emperor of the Ming Dynasty (cir. 1470) was it found and replaced. It is not recorded how long Chu Fu Tsz laboured here, but legend claims that he spent the rest of his life at the university, his students, for the civil authorities regarded even this action with suspicion.

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The following is a rather free rendering of a part of this noted preceptor's collegiate code written on the inner panels of the doors of the Assembly Hall:— "The ancient worthies taught men to seek the principles of righteousness and to cultivate a moral conduct which would influence others. They did not wish men merely to exercise their memories in writing compositions to secure fame and profit. But the students of to-day (Chu Fu Tsz's time) do not follow the ancient worthies. Let all earnest students give heed, inquire and discriminate. If a man knows his duty and forces himself to do it, will he not finally know instinctively what is right without any rules of order?" * * *

The important subjects taught by the ancients I myself will investigate with all the students, and we will force ourselves to practise them. * * *

DESCRIPTION OF THE BUILDINGS.

The unpretentious buildings, evidently designed for use and not for show, are comprised in eight paved and uncovered courts affording sufficient shelter for the four hundred students that are said to have gathered there in the palmy days when scholars prepared for the service of the State by writing verses to the gods.

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ROYAL ENGINEERS' ANNUAL INSPECTION.

At nine o'clock this morning Major General Villiers Hutton, C. B., made the annual inspection of the Royal Engineers, at Wellington Barracks. His Excellency, who was attended by Major A. C. Chichester, C. B., and Captain E. S. Ward, A. D. C., saw the troops go through the usual evolutions and review, drill, and in subsequently addressing the men, said he had been very pleased with their smart appearance and thorough knowledge of the movements through which they had been put, and which had been in every way very satisfactory. The companies generally were quite up to their work, especially Company 25, which was exceptionally good—and the Hongkong Company, while the Native Company, were also very good and were to be congratulated on their smart turn-out, after their European tuition and training. His Excellency next made a thorough and minute inspection of the barracks and the men's quarters, and had no fault to find anywhere, the whole place presenting a very clean and well-kept appearance, which did credit to the officers and men alike. The apparatus for extinguishing fires was also examined and found to be in perfect working order, and the men showed great promptitude in turning out on a test, alarm of fire being given. The inspection, in every way very satisfactory, was over by 9:45 a.m. when the men were enabled to return to their quarters. His Excellency the General, accompanied by his staff, leaving about ten o'clock, for headquarters.

"We stood in Chu Hsi's venerable college, and presently one, two, three, four, five, six, inquisitive men with long finger nails, approached, and stood awkwardly about. After a word of greeting we were shown the main eating room where high square tables, benches with no backs, rice bowls, and chopsticks were chiefly in evidence. Looking around for the New York man of the party we saw him still in the outer court, beset by two importunate students. They had begun with his shoes, the laces and metal eye-holes, being duly explained. They took in his stockings, which were black in curious contradic-

tion to a Chinese gentleman's white hose, boy fingered his white duck trousers and coat, anxious to know the cost. The chief Confucian inquisitor proceeded to ask and to prove how many sets of garments a foreigner wears on his arms. This coincided with the three coats which the Chinese expect to wear in weather somewhat colder. When they had reached the New Yorker's pith-hat, there was an outburst of ill-mannered laughter. This prince of Chinese investigators held the piece of head gear in his hand and commented on its lightness in comparison to its umbrella dimensions. He made this sally, "What is your honourable hat made of?" The New Yorker being yet young in China could not recall the Chinese expression for "hat," and turned to another of the party to ask. Then came an ironical burst of glee—"This foreign teacher does not know what his own hat is made of!"

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THE HONGKONG FIRE INSURANCE CO., LTD.

ANNUAL MEETING.

GEO. FENWICK & CO., LIMITED.

ANNUAL REPORT.

The report for the past year is as follows:— The directors have now to submit to the shareholders a statement of accounts for the year ending 31st December, 1904. The net profit for the year amounts to \$21,709.72 to which has to be added \$10,517.95 brought forward from last year's account. After payment of directors and auditor, it is proposed to pay a dividend of 15 per cent, or \$2,500 to shareholders, and to carry forward \$8,577.67 to next year's account. \$124,426.05 has been expended, to 31st December, 1904, in the purchase and reclamation of the new site at North Point. It is expected that the reclamation will, according to contract, be completed in August next.

Directors.—Mr. A. Rodger, according to the articles, retires, but offers himself for re-election.

Auditor.—The accounts have been audited by Mr. Thomas Arnold, who offers himself for re-election.

W.M. PARLANE, Chairman.

Hongkong, 17th February, 1905.

STATEMENT OF ACCOUNTS.

ASSETS.

Value of land and buildings, as per last report	\$70,000.00
Cost of site of new works at North Point, to date	119,495.46
Cost of steel wharf at North Point, to date	4,930.79
Value of machinery, plant, launches and office furniture, as per last report	\$55,770.00
Added during the year	8,015.27
Written off for depreciation	5,594.27
Value of stock in trade as per stock list	58,191.00
Written off for depreciation	1,741.24
Value of work in progress	85,321.00
Cash on hand	903.88
Cash with the Hongkong & Shanghai Banking Corporation, current a/c	15,373.14
Cash with the Chartered Bank of India, Australia and China	565.66
Cost of Union Insurance Society of Canton's share	245.00
Sundry debtors	14,875.62
\$377,753.45	

LIABILITIES.

Capital 6,000 shares at \$25 each, fully paid up	\$150,000.00
Reserve fund	70,000.00
Hongkong and Shanghai Banking Corporation Loan account (secured by mortgages	

DEPARTURE OF H.M.S.
"VENGEANCE."

GREETED BY THE FLEET AT SEA.

8th inst. Shortly after eleven o'clock this morning H.M.S. *Vengeance* sailed for home with her paying off pennant, of 650 feet, flying gaily in the breeze, and her band giving out those old, but cheery, tunes of "Rolling Home" and "Auld Lang Syne." The few remaining warships in harbour played her out and their various crews manned the rigging and cheered lustily as she gradually gathered way under the pressure of her screws. The ship's company, aided by time-expired men and invalids, returned the cheers with hearty good will, and kept the harbour roundabout with merriment until the battleship was well out in the direction of the Lycemann Pass. It was stopped at one time that she would be leaving port earlier in the day but she was unable to get away until about 11.15 a.m., thus enabling Admiral Sir Gerard Noel, who has just returned from Canton, to go aboard, make a final inspection and bid farewell to the men. Soon after making the Lycemann Pass the *Vengeance* steamed through the line of battleships and cruisers under Rear-Admiral the Hon. A. G. Curzon Howe, which has been cruising in the vicinity of Mira Bay for some days past, and as she got abreast of each ship the crews exchanged greetings and cheered lustily. She then headed her course to the south-west and was quickly lost to sight below the horizon.

Now that she has left the port it will not be amiss to give a few details concerning the manner in which the men aboard have spent a three years' commission on the station. Hoisting her pennant at Portsmouth on the 8th April, 1902, the *Vengeance* left for Malta a fortnight later and joining the Mediterranean Fleet under the Commander-in-Chief of the Station, Admiral Sir Compton Edward Donville, K.C.B., the quickly settled down to business in drills, evolutions, and so on, and was not long in proving herself a smart and efficient ship. At the regatta the much-prized cup for 14-oared barges fell to her lot as well as several minor races. Her representatives in the boxing ring also met with various successes, the middle-weight and bantam championships being brought to a successful issue. Our readers will also remember having seen or read of her men who, later, became more or less well-known in this Colony, in theistic art. Getting orders to reinforce the China squadron, the *Vengeance* was ordered out to the East, and on leaving the Mediterranean was complimented by the Admiral, who ran up the signal "Good luck," and added, "I am very sorry to lose from my command such a clean and efficient ship." On arriving at Hongkong, about the middle of July 1903, while Admiral Sir Cyprian Bridge was still in command, she steadily worked her way up towards the premier position in drills, H.M.S. *Abercon* then being her friendly rival, and as each vessel was about equally smart, they both had turns in being the first ship on the station. At the regatta at Wei-hai-wei she took second place to H.M.S. *Cressey* in winning boats, but scored a decided victory in again securing the Cup for 14-oared barges. The officers added another Cup to the list, for 6-oared gigs, while the heavy gun firing shield had been turned over to her for the year's shooting, in musketry, for which also a cup is put up for competition. She stands at the top of the list, so that altogether her commission shows that officers and men have worked well and hard to get their battleship in such trim and order as a reliable fighting unit to support the traditions of the Royal Navy under the White Ensign. The results of her last inspection, by Rear-Admiral the Hon. Curzon Howe, was highly satisfactory, and just before sailing Captain Leslie Stuart read extracts from a letter received from the flag officer setting forth how pleased he was at the high state of efficiency of the ship's company and cleanliness of everything connected with the vessel. He personally wished the captain, officers and ship's company the best of luck and a pleasant voyage home. In these wishes we join and while regretting their absence from the station, we trust that all aboard will enjoy a well-deserved leave in the homeland.

SANITARY BOARD.

7th inst.

At the fortnightly meeting of the Sanitary Board this afternoon the annual reports for last year of the Medical Officer of Health, the Sanitary Surveyor and the Colonial Veterinary Surgeon were submitted and laid on the table. After alluding to the area under the Board's jurisdiction and describing the topography of the City of Victoria and the comparative areas of the sea front of Hongkong and on the Kowloon side, the report stated that the number of domestic buildings in Victoria was 9,433, exclusive of barracks and police stations, of which, in all, 1,107 are non-Chinese dwellings.

The maximum monthly temperature was attained in the month of July and August, and the minimum in January, 80° F. being recorded for July, 80° F. for August, and 59° F. for January though the highest temperature recorded was 91° F. on June 26th and the lowest 44° F. on December 24th. It was interesting to note that, throughout the year, only in the month of July alone the wind had no East in it.

The total rainfall for the year was 80.41 inches as compared with 93.66 inches in the previous year, the greatest rainfall being, on one day, 11.35 inches on August 25th. The average daily amount of sunshine was 5.2 hours, and on only 51 days was no sunshine recorded.

Within a period of four years, according to the census taken in January 1901, the population, exclusive of the New Territory, had increased by 35,003, and this affords eloquent testimony to the prosperity of the Colony.

On June 30th last, the total strength of the troops in Garrison was 101 British Officers, 1,415 British warrant officers, N.C.O.'s, and men, and 48 Indian (native) officers, and 2,515 Indian Warrant Officers, N.C.O.'s, and men.

The total strength of the British Fleet on the China Station on the same day was 10,067, as compared with 8,005 in the previous year.

The births registered during the year were: Non-Chinese 263, Chinese 942, equal to a rate of 3.3 per 1,000 as compared with 3.2 per 1,000 in the previous year.

The total number of deaths was 6,119 as compared with 6,183 in the previous year, or 16.94 per 1,000.

A CASE OF ANTHRAX.

Dr. A. Gibson, Colonial Veterinary Surgeon, reported a case of anthrax which occurred in the Kennedy Town Cattle Depot on the night of the 20th ult., and said the animal came into the depot two weeks previously and showed no symptoms of disease up to that date. There was every possibility of the disease having been contracted in the depot. The animal was a Chinese bullock, and was found dead by the inspector when the depot was opened in the morning. The shed was washed and disinfected and the carcass cremated. The natural period of incubation of this disease varies from 26 hours to eight days, and infection is usually intestinal, though infected food, and in this case was probably conveyed by rice straw.

DR. ATKINSON AND THE SANITARY BOARD.

The President of the Hongkong Sanitary Board is shortly going home on leave of absence, and opportunity was taken at the close of the meeting of 7th inst. to eulogise the work of the Hon. Dr. J. M. Atkinson during the term he has presided at the Board. Col. Webb said he was sure the members would cordially join with him in wishing their President a good voyage and the pleasant holiday which he deserves for the courtesy and consideration he has always shown them at their meetings. He alluded to the frequent conflicts on matters before the Board, but by tactful and wise leading, the members had been always brought to the correct conclusion. He wished Dr. Atkinson good health, a good voyage and a very pleasant holiday (Applause). Mr. A. Rumjahn endorsed what Col. Webb had said, and remarked that Dr. Atkinson's long connection with the Colony befitted him to carry out his duties as president of the Board, and had made him an eminent president. They had had much pleasure in working with him since the new Public Health and Buildings Ordinance was enacted, and under his presidency the Colony had at least been saved thousands of dollars in carrying out the work of sanitation, especially with regard to cleansing work. Mr. Rumjahn understood that it used to cost the Colony \$50,000, but since the work had been under their President this had been reduced to \$7,000. He wished him a very pleasant voyage and speedy return. (Applause).

In thanking Col. Webb and Mr. Rumjahn for their kind words, Dr. Atkinson alluded to the important work instituted by the Board in carrying out the new Public Health and Buildings Ordinance, which, since its enactment, was found to require careful consideration on several occasions, owing to it having been found impossible to carry out its provisions as originally drafted. The result was that the Government passed an amendment Ordinance which rendered it possible for the Chinese houses to have at any rate two cubicles on a floor. As the Ordinance was at first arranged it was impossible to have any cubicles. With a Board constituted such as their eleven members, the members could not always see alike, but he thought that on the whole the work had been carried on harmoniously. He thanked the Chinese representatives for persuading the native community to cleanse their dwellings more thoroughly, a step the importance of which they were brought to realise under the regime of Sir Henry Blake. The efforts of the Board had been concerned more with cleansing than anything else, and the death rate had diminished perceptibly during the last three years. The death rate, per thousand per annum, had diminished among Chinese from 21.03 in 1902 to 17.18 in 1904. Among non-Chinese it had diminished from 19 in 1902 to 12.43 in 1904. In addition to this, measures had been taken by the Government to stop the ravages of malaria by the training of nullahs, the removal of undergrowth and the filling in of swamps. The number of malaria patients admitted into the hospitals had diminished from 1,391 in 1901 to 490 in 1904. The number of deaths from this cause had also diminished from 574 in 1901 to 301 in 1904. There had been a marked diminution of malaria and a great saving of human life. And this year there had been less plague than in any other year since 1897, but it was very dangerous to prophesy, because there were many facts about the plague bacilli of which they were ignorant. If they would only persuade the Chinese to help them, he thought that this year would be not so serious in this respect as last year (Applause).

THE WHIHWIWEI LAND AND BUILDING CO., I.D.

REPORT OF DIRECTORS

for presentation at the sixth annual meeting of shareholders, to be held on Wednesday, the 8th March, 1905 at 4.30 o'clock p.m.

The directors have now to submit for the information of shareholders the audited general statement of accounts and balance sheet for the year ending 31st December, 1904.

The four bungalows in Narcissus Bay were occupied during the summer season, but of the eight bungalows in Half Moon Bay, only three were let.

The claim for building rents (Tls. 3,470) on account of the summer of 1900 is still in suspense.

Estate No. 6, consisting of 83.114 mow of land, east of the iron pier, was sold at a price of about Tls. 170 per mow, realising a profit of about Tls. 6,423.41 and the estate therefore disappears from the company's accounts.

Leases have already been signed for seven bungalows for the coming season.

The company owns 339.8233 mow of land, comprised in the following 5 estates, of which so far only about 42 mow have been utilised, leaving about 208 mow to be developed:

Estate No. 1.—Consists of 108.54 mow on the beach in Narcissus Bay. On it there are four five-roomed bungalows.

Estate No. 2.—Consists of 64.821 mow in Half Moon Bay. On it there are five five-roomed and three four-roomed bungalows.

Estate No. 3.—Consists of 19.6645 mow in Narcissus Bay.

Estate No. 4.—Consists of 90.383 mow on the south side of Flagstaff Hill.

Estate No. 5.—Consists of 55.415 mow east of Maho.

Directors.—Mr. P. McGregor Grant on his departure from Shanghai, resigned his seat on the Board. On his return to Shanghai, Mr. E. Jenner Hogg resumed his seat on the Board. Mr. W. A. C. Platt retired in rotation, but being eligible for re-election, offers himself accordingly.

Auditor.—Mr. A. R. Leake resigns, but offers himself for re-election.

W. A. C. PLATT, Chairman, Shanghai, 23rd February, 1905.

WORKING ACCOUNTS for the year ending 31st December, 1904.

Dr. Tls. 10 Salaries and wages 381.84

Fire insurance 255.00

Interest 155.43

Printing, stationery and advertising 11.40

Shanghai agency charges 310.91

Wei-hai-wei agency charges 619.75

Hongkong agency charges 80.41

Auditor's fees 50.00

Legal expenses 25.00

Government taxes 294.81

Exchange 9.35

Balance transferred to profit and loss account 1,876.98

Tls. 4,999.04

Cr. Tls. By Rentals 4,089.44

Transfer fees 1.50

Tls. 4,999.44

PROFIT AND LOSS ACCOUNT.

Dr. Tls. To Balance brought forward from last year 5,150.15

Written off furniture &c 331.25

Balance 687.71

Tls. 8,300.41

Cr. Tls. By Balance of working account for 1904 1,876.98

Profit on sale of estate No. 6 8,423.41

Tls. 8,300.41

Dependency.—Claim on the British Government for rent of bungalows. Tls. 3,470.00 plus interest from 15th October, 1900.

BALANCE SHEET.

Liabilities Tls. Capital account 91,850.00

Debt due Wei-hai-wei agents 247.39

Sundry creditors 123.00

Profit and loss account 687.71

Tls. 92,908.10

Assets Tls. Estate No. 1—Land 8,310.94

Buildings 17,542.37

Less written off for depreciation 25,853.31

2—Land 6,334.90

Buildings 30,041.88

Less written off for depreciation 36,376.78

3—Land 1,422.87

4—Land 9,500.60

5—Land 4,616.10

Furniture Tls. 7,387.65

Less written off for depreciation 2,462.55

4,925.10

Unexpired fire insurance 173.74

Cash with Shanghai agents 7.05

Sundry debtors 276.00

Cash with the Hongkong & Shanghai Banking Corporation 975.22

Shanghai Gas Co., Ltd. 6 per cent debentures Tls. 9,200 cost 8,691.24

Tls. 92,908.10

W. A. C. PLATT, E. JENNER HOGG, Directors.

I hereby certify that I have examined the books and documents of the Wei-hai-wei Land and Building Company, Limited, for the year ending 31st December, 1904, and find the above statement of accounts to be in accord-

ance therewith.

ARTHUR R. LEAKE, A.C.A., Chartered Accountant.

LAWERS & CLARK, Agents.

Shanghai, 23rd February, 1905.

THE CHINESE ENGINEERING AND MINING CO. CASE.

CHANG YEN-MAO V. "OREING AND OTHERS."

The hearing of this case was resumed on 31st Jan. It is an action by the plaintiff to have it declared that a certain memorandum of conditions relating to the sale of mines of the Chinese Engineering and Mining Company, Limited, is binding on the defendants, and, in the event of its being held not to be so binding, that there should be paid up shares given to various people. If the plaintiff's case is successful, he will be entitled to a declaration that the defendants should be bound to pay him the sum of £1,000,000, and a sum of £375,000 for the loss sustained by him.

Mr. Younger, K.C., on behalf of the plaintiff, submitted that upon the evidence, so far as it had gone, there was no defence to the action of bringing the documents, the learned counsel contended that the defendants had knowledge of them as well as Mr. Hoover, their agent. Mr. Moreing went so far as to say that, in his belief, the documents had been concocted. How he got that belief it was difficult to understand.

Mr. Justice Joyce: He may explain.

Mr. Younger proceeded to say that not only were the documents not concocted, but their contents were well known to the defendants, and the first of them was handed by Mr. Moreing to Lord Salisbury in October, 1902. Referring to the alterations in the agreement of July 30, to be submitted that the misrepresentation made by the defendants entitled the plaintiffs to damages for the loss sustained. If this alteration of the document ever was obtained it was by misrepresentation to Mr. Dethring, who never for an instant would have assented if he had supposed the defendants were going to do what they had done with the new company. In the issue of £1,000,000 debentures—all of which he believed was subscribed for by the Moreing group—an arrangement was made that every person who took up £1,000 in debentures received £150 in fully paid shares in the company. That meant that £250,000 in fully paid shares was given to the defendants. Instead of receiving £250,000 in shares in a company, the whole shares in which had been issued for full consideration, they received £275,000 in shares in a company with a capital of £1,000,

pound. The plaintiffs went on with the baking of the biscuits, and on the following day Mr. Weissmann, manager, of the defendant Company, went round and inspected the biscuits and signified his approval of them. They had then baked upwards of 200 pounds. On the next day and following day Mr. Weissmann went and took samples of the biscuits, which were signed in Chinese ink by defendant's manager. On the 20th December 200 tins of 14 pounds each were delivered on the "Troy" to the defendant. The tins were examined by Mr. Weissmann in the presence of his manager and were alleged to be not according to the quality of the samples. Mr. Weissmann refused to take delivery, and the biscuits were taken back to plaintiff's shop. On the 22nd December, Mr. Weissmann called at the plaintiff's shop, and in an interview with the manager offered to take the biscuits at five and three quarter cents per pound, provided he had the right to make a selection from the rejected biscuits. After some discussion, the original order was amended, and the plaintiff received an order for 15,000 pounds of biscuits at six cents. On December 28th, Mr. Weissmann and another European called at the plaintiff's shop, and made a selection of the biscuits. These were packed into tins, soldered up by employees of Mr. Weissmann, and 45 tins were delivered, and the remaining 155 tins were delivered on January 2nd. On the following day Mr. Weissmann and his baker called on the plaintiffs and refused to take delivery of the rest of the biscuits. The 200 tins were sent to Singapore by the defendants, and eventually arrived back in Hongkong, defendants refusing to pay for them.

Evidence for plaintiffs was then led substantiating Counsel's opening statement.

The further hearing was adjourned until tomorrow afternoon.

At the Civil Summary Court this afternoon before the Justice of the Peace (Mr. T. Sercombe-Smith) the hearing of the action brought by the Hip Loong firm of wholesale bakers against the proprietors of the Cafe Weissmann to recover \$548 being the value of 10,800 pounds of biscuits was continued.

Further evidence on behalf of the plaintiff was called, all sum far in that already given. The case for the plaintiff had not concluded when the Court adjourned.

THE JUSTICES' MEETING.

A meeting of His Majesty's Justices of the Peace was held at the Magistracy on Tuesday, to consider an application from Richard Francis Daily for the transfer of his adjt. licence to sell and retail intoxicating liquor on the premises situated at No. 51, Des Vaux Road, Central, under the sign of the "Owl Grill and Oyster Room", to Wallace Archie Ward. The following Justices were present: Messrs. H. H. Gompertz, President, F. A. Hazeland, F. J. Badley, Captain F. W. Lyons, Capt. Goddard, and Messrs. R. H. Craig, and C. Dick-Melbourne.

There being no police or other objections the application was granted unanimously.

WEST RIVER PIRACY.

PROCEEDINGS IN HONGKONG.

Mr. R. A. Harding, solicitor, appeared before Mr. Gompertz at the Magistracy this morning, and applied for the extradition, on behalf of the Chinese Government, of Ma Tsui Ko, who is wanted for having committed an armed robbery in Chinese waters, within the jurisdiction of the Government of China, on the 14th of July 1901. Briefly, the facts of the case were that on the day in question Ma Tsui Ko, with others, took passage on the junk ostensibly to go to a village up the West River, and while the junk was under way Ma produced a revolver, and assisted by the other "passengers" terrorized the master and crew of the junk, and after relieving them of several hundred dollars worth of goods, in clothing, money and jewelry forced them to land the marauders at a point midway between the junk people's usual ports of call, and warned them not to land, nor set sail again for one hour after the pirates had left the junk. Reports were made by the junk people at points along their route, and Ma Tsui Ko was finally traced to Hongkong where, from his photo and description, it was discovered that he was the man who, in 1901, had served a term of imprisonment with hard labour, and an exposure in the stocks for them. From this clue the detectives were easily enabled to trace Ma, and soon had him in the toils, and his extradition was now sought, in order that the Chinese Government might deal with him for the piracy after their own particular custom. After taking formal evidence of the arrest, the case was remanded until to-morrow.

FATALITY IN THE NAVAL DOCKYARD.

This afternoon before Mr. Gompertz, sitting as Coroner at the Magistracy, an inquiry was held into the circumstances resulting in the death of Chu Fuk, a coolie employed on the Naval Yard Extension works, which occurred on the 1st inst. The following jury was empanelled: A. S. Gibb (Foreman), J. C. Gray, and Malcolm Grice. Evidence was led to the effect that the deceased was ordered by the signalman to assist in carrying a "Wells Light" from one part of the dock to another, so as to give more light to a gang of coolies who were cutting earth at the bottom of the dock. Mr. Albert Blyth, who was in charge of the work at the time, and that the signalman ought not to have given such an order without permission, and this he did not ask for. Deceased and another coolie carried the light on a bamboo pole, while a third coolie held the light to keep it steady. While proceeding along the Bogey Bay, measuring 2 ft. 6 in., the deceased who was carrying the end of the pole at the rear slipped and fell a distance of 4 ft. 6 in. The lamp fell after him, and in falling the air gauge was broken. This caused the kerosene oil to catch fire and fall upon deceased who, in attempting to escape, tumbled over and fell down the slope into the dock, a distance of 21 feet. He was picked up and removed to the Government Civil Hospital, where he succumbed in his injuries on the 1st inst. The lamp weighs over a hundred-weight and holds about four gallons of kerosene oil. A pipe three feet in length projects upwards from the top of it, and on the top of this a heavy burner is fixed, which has the effect of making the lamp top heavy, when being carried. The other coolies who were conveying the lamp corroborated the above and added that the lamp fell to the bottom while in flames, some of them were carried down, but with the exception of one who was slightly burned were not hurt.

Dr. Liang said that deceased was admitted to the Government Civil Hospital suffering from burns, and died on the 1st inst. from the effects. Deceased was in excruciating pain when witness saw him, and he could not say if he was conscious, between the time of admission to the hospital to the time of his death. The foam of the earth cutting coolies at the Naval Extension Dock also corroborated and added that the occasion in question was the third time he had helped to carry the lamp, and he had once

seen another set of coolies carrying it. There are two special men to look after the moving of this lamp. Witness called those men, when the lamp was ordered to be moved, because it was their duty to fix up all the arrangements for carrying the lamp. Those men always put the light out before it is carried. On this occasion witness could not find these men.

After further corroborative evidence,

Albert Blyth, foreman at the Naval Extension Works, said it was usual to put out the light before it was moved, and it ought always to be put out for safety. Witness attributed the accident to carelessness on the coolies' part in not reporting to him that the lamp was going to be moved. It was always removed under his supervision.

The jury, after a short deliberation, returned a verdict of death by misadventure, with negligence on the part of the signalman in not conforming with the rule prevailing in the Naval dock yard regarding the removal of these lamps.

HONGKONG'S WATER SUPPLY.

IS A WATER FAMINE IN SIGHT?

Hongkong, it would seem, is still affected by the question of a water famine. For the past couple of weeks or more, householders have been obliged to lay in the stock of water between 6 and 10 a.m. sufficient to supply the needs of the day, and the result has been that all manner of utensils have been called into use for this purpose. It is a well-known fact, that the Chinese house-boy is by no means immaculately clean, and his idea of filling a pannikin is of the crudest description. He simply dips it into the water-jar, and fills his vessel. This system has the double advantage of fulfilling the end he had in view and also cleaning the stained exterior of the pannikin. That may account for the fact that even clear soup has, of late, had a suspicion of "thickness" about it.

The question to be considered, however, is not the insufficiency of the all-pervading house-boy, but the reason why it should be necessary, at this time of the year, to limit the supply of water to residents in Hongkong. The answer will, doubtless, be that the authorities are guarding against a water-famine in the hot weather. When it is remembered that Hongkong has been deluged with rain during the past few days it will not seem hypercritical to define the answer as ridiculous. The reservoirs, if they are worth anything at all, should be amply sufficient to meet the needs of the community the whole year round, or at any rate during the greater part of the year. Allowance might be made for a slight diminution towards the close of the dry season, but even that would be a concession which should not be asked.

Hongkong stands in a peculiarly favoured position in so far as an adequate water supply is concerned. It is surrounded by an immense natural water-shed which should provide all that is necessary for the 300,000 odd people in Victoria, and if the reservoirs were up to the mark there should never be any question as to a continuous supply. Indeed, it is very probable that the supply would be adequate every day of the year were it not for the waste that goes on in every quarter of the city. At the public baths—take that at Aberdeen is known as Hongkong. Viewed from the mainland the earlier inhabitants saw the white track around the hillside that was worn by the feet of the toilers of the sea and to them it suggested a petticoat string. Before British occupation it was certain that European vessels used to go to Aberdeen in order to replenish their empty water casks at the mountain stream that runs into the sea by the Paper Mills. They heard the port called Hongkong and at once applied the name to the whole of the island. Shakespeare had said that "a rose by any other name" etc., but to the Chinese scholar, Hongkong, called "fragrant streams", certainly does not sound as sweet. In fact, it stinks in his nostrils and is not fragrant at all. He has it that the name "Hongkong" is really derived from the port and not the village, for certain it is that the Chinese named parts of the island. The southern port they called Hongkong and the northern side of the Colony, to us the far more important side, they called

"PETTICOAT STRING" ROAD.

In fact, they still call it such, and to the port of Aberdeen is known as Hongkong. Viewed from the mainland the earlier inhabitants saw the white track around the hillside that was worn by the feet of the toilers of the sea and to them it suggested a petticoat string. Before British occupation there was Petticoat String village at East Point. But things had changed. Look on this picture and on that. Where Des Vaux Road is, with its magnificent structures, the Alexandra Buildings, and Prince's Buildings, where the tramline now runs, where your praya extensions are being filled in, there the toilers of the sea dragged their heavily laden junks along Petticoat String Road, and that road is, in parts, the ground now covered by the Queen's Road. "When I look at the buildings there and see what new Hongkong has become I seem to see great promise for the future, not of Hongkong only, but of our civilisation on the opposite mainland." Turning to the original inhabitants of our island, the speaker said he was inclined to go back to the end of the 19th century, for there was evidence that, at that time, the mountains of the Colony were covered with forests the same as those used to be across the harbour, and the first use of the tall peak running up from the present city was as a pirates look-out station. The most exalted man in the Colony to-day, if he might be allowed a joke, was the man at the flagstaff (laugh). Long before that benefactor fired his gun and raised his flag to inform us that letters from home were being brought into the harbour, the high slopes of the island were used as a look-out station by pirates, and about a hundred years ago a famous pirate had his regular station very near to where the present peak is now done. It would therefore be seen that the man at the station on the Peak to-day has his predecessors (laugh). Coming down from some five or six hundred years ago to a period of between 250 and 300 years back the lecturer spoke of the various classes of Chinese that originally came to the Island.

EARLY DAYS OF AFFORESTATION.

First came the Punti people from the heart of the great Tung Kun District, which in those days, before the province of Sun On was cut off, was the Yorkshire of China. Hongkong formed a part of Sun On District when it was taken over by the British. These Punti people denuded the hill-side of its trees, clearing the ground for cultivation. After the Punti came the Hakkas people, from the north-east of the provinces. Whereas the Punti had cut down the wood, the Hakkas even cut down the grass. There were then two groups of villages in the Colony. The Punti speaking villages, including Wong-ki-chong, Lang-ki-chau, Pok-fu-lam, Chik-chu (Stanley; in former days the capital of the island) and Shek-o. Two Hakkas villages were Tung-lo-wan and Tai-tam-tuk. Thirdly, the Huklo people came from the region of Swatow. These people formed no villages of their own, but settled in existing villages such as Shau-ki-wan, Cheung Chau (Long Island, to the right of Macao), and Yau-mati and Hung-hom on the mainland. These Huklos were terrible fellows for piracy and smuggling, and a great deal of trouble arose through their mixture with the other people. It was only right to say, however, that these Huklo people were the nucleus of the Chinese who had done so much under the European occupation. The lecturer questioned if there was ever a spot on earth where enterprise had done so much. If the British founded colonies in the eastern seas, the Chinese developed them, and these Huklo people were the nucleus of those who did the developing. Under the leadership of Dr. E. G. Jeakins, R.E., and Corporal Roberts, R.E., for so ably presiding over the musical arrangements throughout the entire evening. It has not yet been decided when, if at all, the next dance of this series will take place, but in this connection we are informed that the smoking concert arranged by the Club for the 17th inst. has been postponed to the 21st inst.

EARLY DAYS OF AFFORESTATION.

In the average household it is difficult to say how much water will be required in any single day. The result of this ordinance by the water people is that every available bucket is filled to the brim between 6 and 10 a.m.

Supposing it is found that only half the quantity obtained was needless, that means that thousands of gallons have been wasted for no reason.

One method of guarding against the uncertainties of the water supply is that adopted at the Hongkong Hotel, where tanks are kept full to the brim so that there is always an adequate supply. But in places where there are no tanks the action of those in charge of the mains has an exceedingly irritating effect. For instance, where lifts are operated by hydraulic power they are practically, and in fact, of no use during business hours, and those who have to climb to the top of a five-storey building know what it means to the leg-weary when the water-power is shut off.

Another matter which might be considered is the question: What would be done in the case of a fire? No doubt means have been adopted to cope with such an emergency, but, however, sufficiently the Fire Brigade may be, and thoroughly prepared for such an emergency as it no doubt is, the fact remains that those on the spot when the first signs of an outbreak appear, and when half a dozen bucketsful of water might do all that was necessary to prevent a conflagration, would be utterly powerless until the brigade arrived. It may be urged that many towns in the East adopt precautions against a water-famine, and while that is perfectly true, it should be borne in mind that there are few, if any, places which enjoy the natural advantages of collecting a sufficiency of water compared to Hongkong. In fine, the whole matter seems to be that Hongkong is sorely in need of additional water-storage capacity and the sooner the works already started are completed the better it will be for everybody.

HONGKONG OF LONG AGO.

ENTERTAINING LECTURE.

Members of the Union Church Literary Society enjoyed a rare treat last evening when the Rev. T. W. Pearce told them, in his entertaining way, the story of old Hongkong and the many changes that have been wrought since the days of British occupation. His audience unfortunately was not large, but those present, among whom were noticed the Rev. C. H. Mrs. and Miss Hickling, Mrs. Pearce, Dr. J. C. Thomson, Dr. F. W. Clark, Mr. H. Hursthouse and Mr. J. Dyer Ball, thoroughly enjoyed listening to his most interesting remarks. Mr. W. G. Humphreys proved a capital chairman and, in a few humorous observations appertaining to the subject of the lecture, introduced the Rev. Pearce who, at the outset, acknowledged that he had not what was called historic perspective, and very little historic imagination, and, even questioned if he had the faculty of historic selection. It was one thing, he observed, to articulate together the dry bones of analysis into the form of a

EARLY DAYS OF OUR OCCUPATION.

The aspect of old Hongkong during the first three years of British occupation have been described by both Mr. Tarrant and Dr. Legge, and it was in company with these two gentlemen that the lecturer took his audience on an imaginary tour from West to East. To sum up, in those days the city appears to have been one long street imperfectly lined with houses, and a few scattered residences on the hillside, "I will ask you," said the reverend gentleman, "where else in the world will you find in so

limited an area such enterprise, such commercial activity, such triumph of western pluck and energy as here in Hongkong. (Applause.) I have very great sympathy with the gentleman who observed that he could imagine the figure of Britannia standing on the hilltop and looking down with friendly pride on the great Babylon which her sons had built." It was, indeed, a grand work, and, in conclusion, he proceeded to speak of some of the men who had done so much to make Hongkong what it is to-day. He mentioned the names of Capt. Elliott, Sir Henry Pottinger, Sir John Davies, Sir G. Bowen and Sir John Bowring and said that the later endeavours to render Hongkong thoroughly salubrious were not unworthy of the successful achievements of the past.

A vote of thanks to the lecturer brought the proceeding to a termination.

LORD HAWKE TO PLAY CRICKET AT HONGKONG.

9th inst.

Lord Hawke, the prominent British cricketer, is expected in Hongkong by the English mail due here from the South to-morrow. We understand some special matches are being arranged to take place during the stay of Lord Hawke in this Colony. The famous cricketer is accompanied, we learn, by another prominent batsman, whose name, however, has not transpired. The first match to be played will be between the L. R. C. and the H.K.C.C., and will commence on the H.K.C.C.'s grounds on Saturday at half past eleven, the other matches at present in contemplation depending entirely upon the length of Lord Hawke's stay in Hongkong. It will be remembered by our sporting readers that Lord Hawke accompanied Prince Ranjeet Singh on the latter's return to India.

In all probability the other prominent batsmen who is accompanying him is A. C. McLaren, who came out to India with Lord Hawke and Prince Ranjeet Singh. In a match at Calcutta early in the year, Lord Hawke compiled 148 and 4 in two innings respectively and McLaren put together 36 and 87, though these are by no means exceptionally scores for these willow wielders. We fancy that it will be some time before such a crack is again seen playing in Hongkong and, given fine matches a most enjoyable game should result.

MASONIC.

9th inst.

At a meeting of the Phoenix Chapter No. 17 A. S. R. Held in the Masonic Hall, Zetland Street, Victoria, on Tuesday evening the following Companions were elected and installed as office bearers for the ensuing year.

III. Comp. J. A. Tarrant 18° M. W. " F. Howell 30° D. M. W. S. " W. E. Claret 30° H. P. " J. R. Lee 18° S. W. " G. F. Focken 30° J. W. " C. Lesbiret 30° Treasurer. T. Spafford 30° Secretary. W. Fittcock Jr. 30° M. I. " Tang Chee Chancellor G. A. Watkins 30° Standard Bearer J. W. Osborne 30° Steward J. Smith 18° I. G. " J. Vanstone Equerry

MASONIC QUADRILLE CLUB.

10th inst.

The fifth dance this season, given by the Masonic Quadrille Club, took place at the Masonic Hall last night the followers of Terpsichore commencing at 9 p.m. and keeping the ball rolling until the early hours of this morning. The dance must be pronounced a most unqualified success, and quite the best and largest attended of the series, quite a number of old members, missed at the previous dances, making their appearance again on the floor. A very excellent programme had been arranged, and included the extremely pretty valletta, the latest fashionable dance. When the dance was at its height there were about 150 couples present, and the masters of ceremonies, Messrs. J. Tibbet and N. McLennan, were indefatigable and ubiquitous in looking after the comfort of and securing partners for their guests. Mr. H. Wolfe, president of the Club, had a genial smile and merry word of welcome for all. The hon. secretary, W. Higby, and committee, as well as Mr. J. Vanstone, may all be heartily congratulated on the success of their efforts, and the excellent condition of the floor, while Messrs. Morgan and Engleton reported the gratitude of the trippers of the light fantastic for ushering them in, at midnight, to a dainty and well-serve supper, at which they acted as stewards. A word of praise is also due to Capt. Jeakins, R.E., and Corporal Roberts, R.E., for so ably presiding over the musical arrangements throughout the entire evening. It has not yet been decided when, if at all, the next dance of this series will take place, but in this connection we are informed that the smoking concert arranged by the Club for the 17th inst. has been postponed to the 21st inst.

HOMeward BOUND.

8th inst.

The R.M.S. Empress of Japan took many old friends from the Colony to-day some of whom are going home on leave and others severing their connection with the Far East. Among those departing were Col. L. F. Mrs. and the Misses Browne, Mr. J. L. Plummer (chief assistant at Kowloon Observatory), Mr. W. S. Bailey (Messrs. Bailey and Murphy), Mr. H. C. Sandford (Hongkong and Shanghai Bank), Capt. W. H. Simpson (93rd Burma Infantry), Mr. E. D. C. Wolfe and Mr. E. R. Halifax (who are proceeding north on government service), Mr. A. G. Ward, and Mr. and Mrs. W. D. Graham (Messrs. Storer and Sons), Mr. E. J. Grist, of Messrs. Wilkinson and Grist, leaves for home on Saturday, and expects to be absent twelve months.

OPERATIONS COMMENCED.

The Hongkong Salvage Association has commenced operations for refloating the Sully, and according to Le Courier Sud, our report is confirmed that remuneration of 1,500 francs will be paid them per day, and an honorary of a million francs if the ship is refloated.

Mr. Mori who has returned to Saigon will probably be replaced by an engineer in his connection with the salvage operations. The Montcalm will return to the Bay of Aling after she has disembarked the 47 mm and the 60 mm guns of the stranded cruiser. These pieces of artillery will, for the time being, be stored in the military depot. Commander Guiberteau remains at the Bay of Aling to superintend operations.

8th inst.

The German steamer Romulus has had her hull damaged by floating ice, and was beached

room for promenading on the upper and hurricane decks. The *Shunten* is heated throughout by steam, and is in every way a fine example of the modern coasting steamer. She was built for the China Navigation Co., by Messrs. Scott & Co., of Greenock. She left the Clyde on the 24th of December last, and arrived at Hongkong on the 2nd, and Shanghai on the 8th of February.

THE DALLAS-BANDMANN OPERA COMPANY.

"THE ORCHID."

7th inst.
The Theatre Royal was crowded to overflow last night, despite the unfavourable weather, when Mr. Dallas produced for the first time in Hongkong the great Gaiety musical success "The Orchid". The piece is one of the funniest works of its kind seen for many years, and positively teems with beautiful songs and enchanting dances. Furthermore in the hands of this Company it has the advantage of being really admirably staged and costumed, and the applause which followed the various items last night was in every case well merited. The remarkable adventures of the £1,000 orchidista being discovered in the "wilds of per Pera" and its substitution for one grown by Meakin, the erratic little gardener at a ladies' horticultural college, which turns out to be an even better specimen, lead to endless ludicrous and side-splitting situations, which in turn give scope for some by-play of quite an original style, and breezy to a degree. The music is most attractive throughout, ever changing and tuneful, and the orchestra under the direction of Mr. J. Morton Hutcheson interprets it in the most satisfactory manner. Mr. Henry Dallas is seen at his very best as *Meakin*, the eccentric little gardener, and his humour, at all times dry and mirth-provoking, is never forced. Amongst the many vocal pieces and dances in which he takes part, perhaps his song "I do all the dirty work" was the best, and he had to respond over and over again. Mr. Jamie Dallas has also a part which suits him down to the ground, that of *Zacca*, the orchid-hunter, and in this he has ample opportunity to display his remarkable step-dancing and leg-mania to perfection. His dance following the catchy chorus song "In the wilds of per Pera" was a triumph in this particular line of stage business, and he was no less successful in the Yorkshire duet and dance, in which he had Miss Dolly Varden as an engaging and clever partner. The parts of the *Hom Guy*, *Screygour*, and Dr. *Ronald Faustel*, were in the very capable hands of Messrs. Edgar Ronalds and Frank Cochrane, the former singing the now-famous "Redelin" with considerable spirit and animation. One of the best character sketches in the cast was the *Comte Raoul de Cassignol*, and as portrayed by Monsieur André Kaya showed an irascible Frenchman with an imperfet, and at times embarrassing knowledge of the English language to the life. Mr. Kaya, however, has a very fine baritone voice, and his song "Do I Love", a mixture of burlesque and sentiment, was a thoroughly aristocratic piece of work. Small parts were well played by Messrs. Percy Haydn, C. F. Cooke, A. Newman, and Edgar McIntrye, the last-named giving a laughable impersonation of the travelling village registrar. Of the ladies the palms easily went to Miss Queenie Strachan who was charmingly free and girlish as the *Hon. Violet Anstruther*. Perhaps the most successful song in the piece, and one which alone makes "The Orchid" worth going to see, falls to her share—"Little Mary". She sings this remarkably witty and unusual song with delightful grace and charm, and last night she was recalled no less than three times, giving a different verse on each occasion. Miss Rachel Kemp, so frank and artless in "The Country Girl", has but a small part as *Thistle*, the orchid enthusiast's private secretary, but what she has to do, she accomplishes in a finished and studied manner. Mademoiselle Bel Luscombe impersonates *Caroline Twining*, an impressionable young lady, who appears at the Horticultural College in consequence of a matrimonial advertisement inserted by the comical little gardener *Meakin*, and this leads up to her singing. "It seemed a bit of all right" a song of advertisements which is really clever, and by Miss Luscombe well rendered. As a foil to *Meakin*, she was very clever indeed, and came in for a good share of the plaudits of the audience. Mrs. Henry Dallas again had only a small part, but as *Zelie Rumbert*, the scheming and artful French girl, she was extremely fascinating, whilst her dresses were in exquisite taste. Other small parts were well played by Miss Violet Frampston and Miss Amy Bailey, whilst the chorus was as usual in admirable voice and form.

"The Orchid" will be repeated this evening, as also to-morrow evening, and those who appreciate good music and hearty merriment should not fail to see it. The next production will be "The Cingalee" which has had a great vogue in London.

"THE CINGALEE."

10th inst.

For the third change of programme, the Dallas Company staged "The Cingalee" at the Theatre last night, and it found approval at the hands of a large audience. The piece, though tuneful and melodious, and containing many very humorous situations, does not compare in light or brightness with either "A Country Girl" or "The Orchid", though it is extremely well acted and, as usual, faultlessly staged. Like all the latter-day musical comedies it possesses the merest thread of a story, and relies for its interest on the many songs and dances introduced. Mr. Dallas has an admirable part, one exactly suited to him, that of *Chambury Ram*, an up-country lawyer, who has been to England and acquired some of the habits of the country. He was as droll as it is possible to imagine, and at times reminded one forcibly of the late Dan Leno. Mons. André Kaya, as *Harry Vereker*, has one or two capital songs which he sings with characteristic force. "Sweet Ceylon" is a particularly charming ballad and he rendered it in the most artistic and finished manner. Mr. C. F. Cooke was admirably made up as the jealous *Boobaham* and sang well, whilst Mr. Frank Cochrane as the irascible judge created considerable merriment. The small part of *Myan-gah* was in the capable hands of Mr. Jamie Dallas who introduced a startling Devil Dance in Act II. Miss Queenie Strachan looked charming and dainty as *Nanoya*, the tea girl sweetheart of the plantation owner, *Vereker*, and played and sang throughout gracefully and sweetly. Her singing of "The Cinnamon Tree" called forth the heartiest plaudits of her auditors, and she was obliged to respond to the recall. Miss Bel Luscombe, as *Lady Patricia Vane*, has several charming songs, while Miss Dolly Varden was quite at home as *Peggy, Sabine*, the finishing schoolmistress, and her dancing was very neat. Other minor parts were all well sustained, and mention should not be forgotten of the solo dance by Miss Jessie Williams. She received a vociferous encore, and was likewise presented with a handsome basket of flowers.

"The Cingalee" will be repeated to-night and to-morrow night when H. E. the Governor (Sir Matthew Nathao, R.E., K.C.M.O.) and suite will be present. The fourth change of programme on Monday and two following nights will be "Three Little Maids" the Apollo Theatre success.

GOLD BEATER'S SHOP ARIKE.

10th inst.

After a lull of three weeks, the fire-fight got busy this morning shortly before half-past three o'clock. An alarm was turned in at the Central Station, and the Fire Brigade, under Chief Inspector Baker turned out with promptness and made all haste to the scene, which was found to be at the back of No. 13 Bonham Strand, East, occupied by a gold-beater, with a family dwelling-house above. Dense volumes of smoke were rolling out at the rear of the premises, while there was but little flame observable. Penetrating this dense smoke the firemen found themselves in a sort of smelting room, with kilns and furnaces, and large quantities of charcoal, and it was the latter that had become ignited and was burning rapidly, though there was nothing to show the cause of its ignition. The firemen immediately got to work with their hoses, and soon had streams of water pouring on the pile, thus preventing the flames spreading to the adjacent houses which also contained inflammable material. In less than an hour the conflagration was entirely under control. In the absence of the master of the establishment, the actual amount of the damage done could not be ascertained, but it is not thought to extend beyond the loss of the charcoal, and the charred walls, floor, and beams. The place was insured for \$6,000. With such inflammable material to deal with the Fire Brigade deserve the greatest credit for confining the outbreak to the one area, and quickly subduing it in the face of the suffocating smoke.

MACAO NOTHS.

[From Our Own Correspondent.]

Macao, 8th March, 1905.

JERRY BUILDINGS.

On Monday night three houses collapsed in one of the principal streets in Chinatown not far from the place commonly known as "Hongkong nitu". Two Chinamen were killed and three seriously injured; the latter were removed to hospital for treatment. If the accident had happened in the day time the number of victims might easily have been greater, as the street is one of the most frequented in the city. The houses were of three stories, and for their height the thickness of the wall, constructed of inferior brick, was comparatively insufficient. It is asked, how is it that Government could have sanctioned any structure of such bad construction? The law in this respect is kept more in its branch than its observance. Some time ago it was decreed that, in the reconstruction of houses, the widening of the roads should be borne in mind. Instead of this being the case and in spite of the Governmental order, many houses have since been re-erected and others in course of completion, while the Order has been wholly set at naught. How, then, can it be expected that the sanitary condition of Macao can be improved? The Squares of S. Domingo and of the Senate are considerably narrowed since the new buildings have been allowed to be put up. Axe-grinding has a good deal to do here in opposition to the general well-being of the community.

PUBLIC NUISANCE.

While on the subject of sanitation, I would like to bring in the notice of the municipal authorities a nuisance which is a menace to the public health unless promptly abated. I refer to the objectionable disposal of the fecal matter on the Praia Grande which, for lack of sufficient supervision, threatens the health of all inhabitants living in this beautiful and, should be, healthful part of the city. It is a matter of common knowledge that to save themselves the trouble of distant carriage the coolies (men and women alike) empty the contents of the buckets over the piazza wall into the sea, and this is done as late as after seven o'clock in the morning when the offend-should be apprehended and dealt with severely for such a reprehensible practice. This offence is too common and the wonder is that it is allowed to continue for so long with perfect impunity. The shore must perforce be polluted, and the offensiveness of the exhalations, at low tide might easily be responsible for an epidemic of typhoid or diphtheria which may lead to consequences far more serious than pleasant to contemplate.

THE COPPER OF YUNNAN.

Taotai Yen Shou Fang, chief of the Committee Commercial Bureau of Shanghai, some time ago had the intention of obtaining copper from Yunnan, and subsequently telegraphed to the Chinese Minister of Mining Affairs in that province, asking to kindly supply him with the necessary information, as already reported in these columns. According to the reply received a few days ago, the price of Peking copper is Tls. 20 per hundred catty, not including, however, the transportation fees. From the mining factory of Yunnan to Luchou, for every instalment of 10,000 catties, it would take over three months, so far as transportation is concerned, and from Luchou to Shanghai, over a month. In usual practice, the copper is escorted by a specially-appointed deputy to Peking, where he would report to the proper Board for delivery. The above is only a rough account of how copper is sent from Yunnan to Peking. In conclusion the Chinese Minister of Mining Affairs asked whether the scheme referred to the purchase of copper from Yunnan or the development of copper mines thereon, and if the former part of the scheme be adopted, it would result in considerable difficulty, as much copper from Yunnan is consumed in Peking every year. But if the latter, there are some chances of success on condition that sufficient capital is raised. The undertaking will bear no fruit for a few years to come. For it must be realized, mining affairs have been carried out in Yunnan for twenty years, and since then no less than Tls. 50,000,000 have been spent.—*Eastern Times*.

CHINA'S MONETARY SYSTEM.

The Board of Revenue intends to start a general silver and copper coin-making mint at Peking with the object of establishing a uniform monetary system throughout China. It is learned that all the mints in the different provinces, whose schemes have been proposed, but which have not yet been established, have been ordered to be stopped instantly. In this connection, all the copper plants and other materials already ordered will be sent up to Peking for the use of the general mint. On the other hand, those mints that have been started have been ordered to be suspended for three months, until the arrival of the steel moulds. The whole idea is to establish uniformity with regard to the coinage system of China, so as to facilitate commercial transactions and to prevent those peculiar evils connected with counterfeit coins.—*Shawsoo*.

THE *Universal Gazette* bears that there has been an anti-Christian and anti-foreign uprising at Shaoping-hien in Kwangtung by the adherents of Shangtouhui, a secret society. Over fifty houses belonging to the native Christian converts were either looted or destroyed. A girl belonging to one of the convert families was taken away by the mob.

FRANCIS'S ACTIVITY IN CHINA.

DEMAND FOR A NEW FRENCH SETTLEMENT.

An *Asahi* telegram from Peking states that the French Representative there is very active just now. He is pressing for the establishment of a special settlement at Nanking, and the Chinese Government has virtually promised to take this step so soon as the Kwangtung disturbances shall have been quelled. He is also asking for permission to establish a line of steamers between Shanghai and Showling, to which the proposal the people and the officials of Kwangsi are said to be strongly opposed, but the Waiwu, impressed by the vehemence of M. Dubail, has engaged itself to find some method of granting his application. Finally His Excellency is urging that, even though French capital be not employed for the construction of the Hankow-Swato railway, French experts shall be engaged for the work.

TO TORPEDO N.S. "CARLISLE."

ALLEGED JAPANESE ATTACK.

Manila papers to hand contain lengthy accounts of four attempts alleged to have been made by Japanese fishing boats to blow up the British steamer *Carlisle*, described as "the blockade runner which was towed into Manila from Tobacco a few days ago by the *Antonio Macleod*, loaded to her Plimsoll marks with dynamite and gun cotton". It is stated that early in the evening of the 3rd inst. a large Japanese fishing boat headed out of the bay and was making a course for the north channel. When abreast of the s.s. *Carlisle*, about 200 yards off, she dropped her sail and altered her helm and headed for the steamer. The Custom's Inspector told her to sheer off, but the fishing boat made no reply and her peculiar actions frightened the crew of the steamship who now realized that their visitor was a Japanese and evidently approaching with intent to blow them up. The fishing boat went along without any hesitation, and the inspector fired several shots from his revolver. The boat changed her course again and crossed the bows of the *Carlisle*, and with a dashing laugh melted away in the dusk.

A boat was lowered from the *Carlisle* and gave chase, but the Japanese boat escaped. Later on another Japanese boat leaped up out of the darkness and hove to so close under the stern of the *Carlisle* that she collided and the man on watch reached out and seized the mast of the daring boat. The customs officer fired several shots down into the craft and the second mate also emptied his revolver into the boat but she did not leave until a second volley was fired. The *Carlisle* sent up a rocket of distress and the customs night launch answered the call and gave chase to the fishing craft, but she also escaped in the darkness. The customs launch returned to the *Carlisle* and made an examination but nothing could be found attached to the ship. At midnight

ANOTHER ATTEMPT.

was made by the persistent Japanese to send the *Carlisle* to her doom in Macao bay, but upon being sighted by the now thoroughly frightened crew, and yelled at by about a dozen sailors to keep off, she decided that was better not to make the attempt.

Three failures did not discourage the men who were determined to prevent the Russians getting the cargo of the *Carlisle*, for at two o'clock the next morning a fourth fisherman towed up very quietly alongside and was close to the vessel several minutes before discovered. The first two boats which were plainly seen under the rail of the *Carlisle* are reported to have had an object in the bows which is supposed to have been an infernal machine or mine, and everybody concerned agrees that the *Carlisle* had a very narrow escape from destruction. The ship is loaded forward with

GUN COTTON AND DYNAMITE

and ammunition for heavy artillery and an explosion under the ship would have resulted in an appalling disaster, probably doing damage to other vessels, although the *Carlisle* is a considerable distance from other ships in the bay. Upon receiving the report of the affair Mr. F. S. Cairns, the insular surveyor, went to the *Carlisle* to investigate the case, and returning to the custom house noticed two Japanese fishing boats lying about a cable length off the *Carlisle*, with sails up, but they were not under headway nor were they fishing. These boats were boarded and on each of them there was a Japanese who was dressed as a fisherman, but they were both very intelligent in appearance—in fact, a type of Japanese common to the higher classes in Japan. They refused to understand English, but it is certain that their occupation is not always in a fishing smack. They were warned not to commit any acts of violence against any vessels in the bay.

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